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DECEMBER 1972 / 75¢

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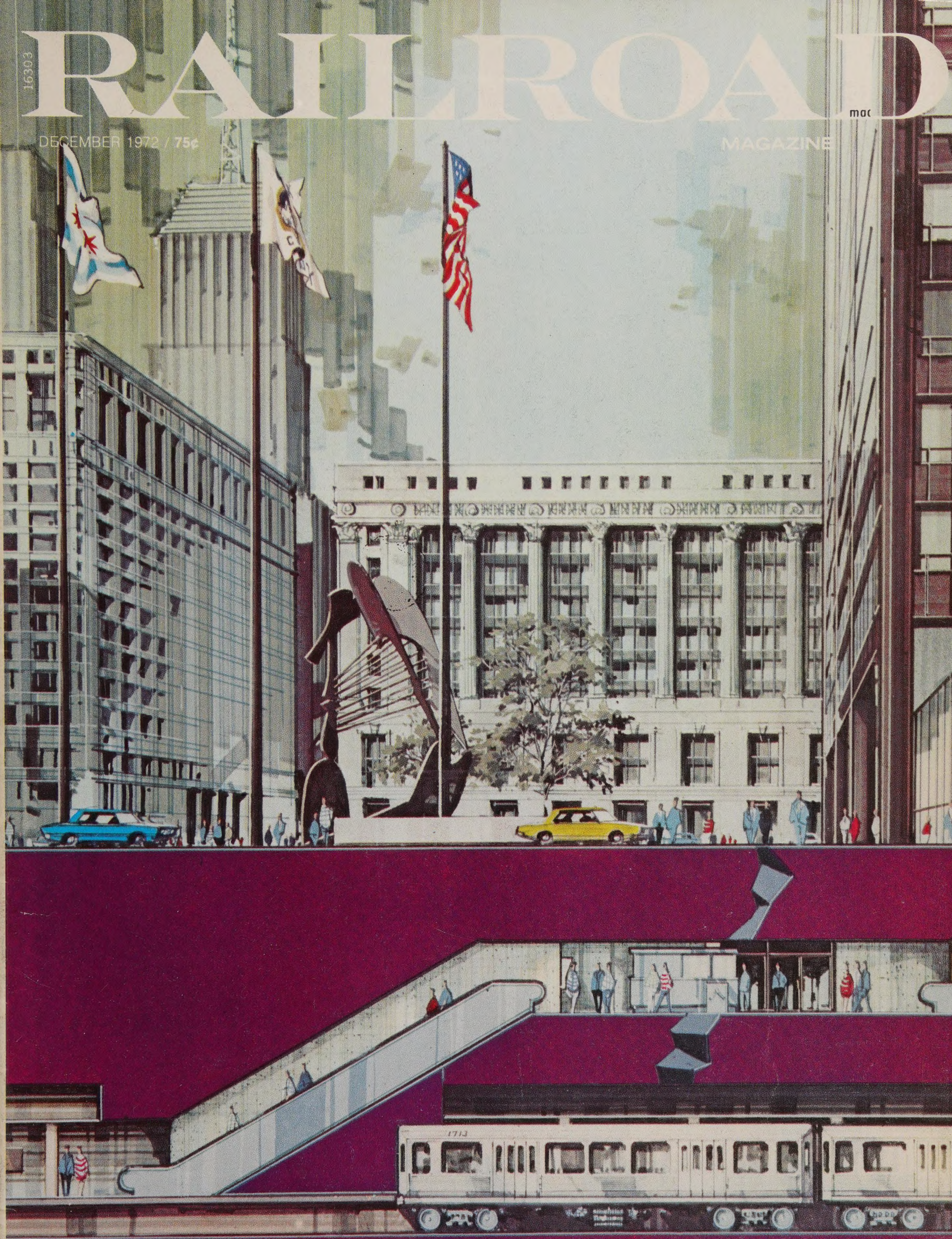

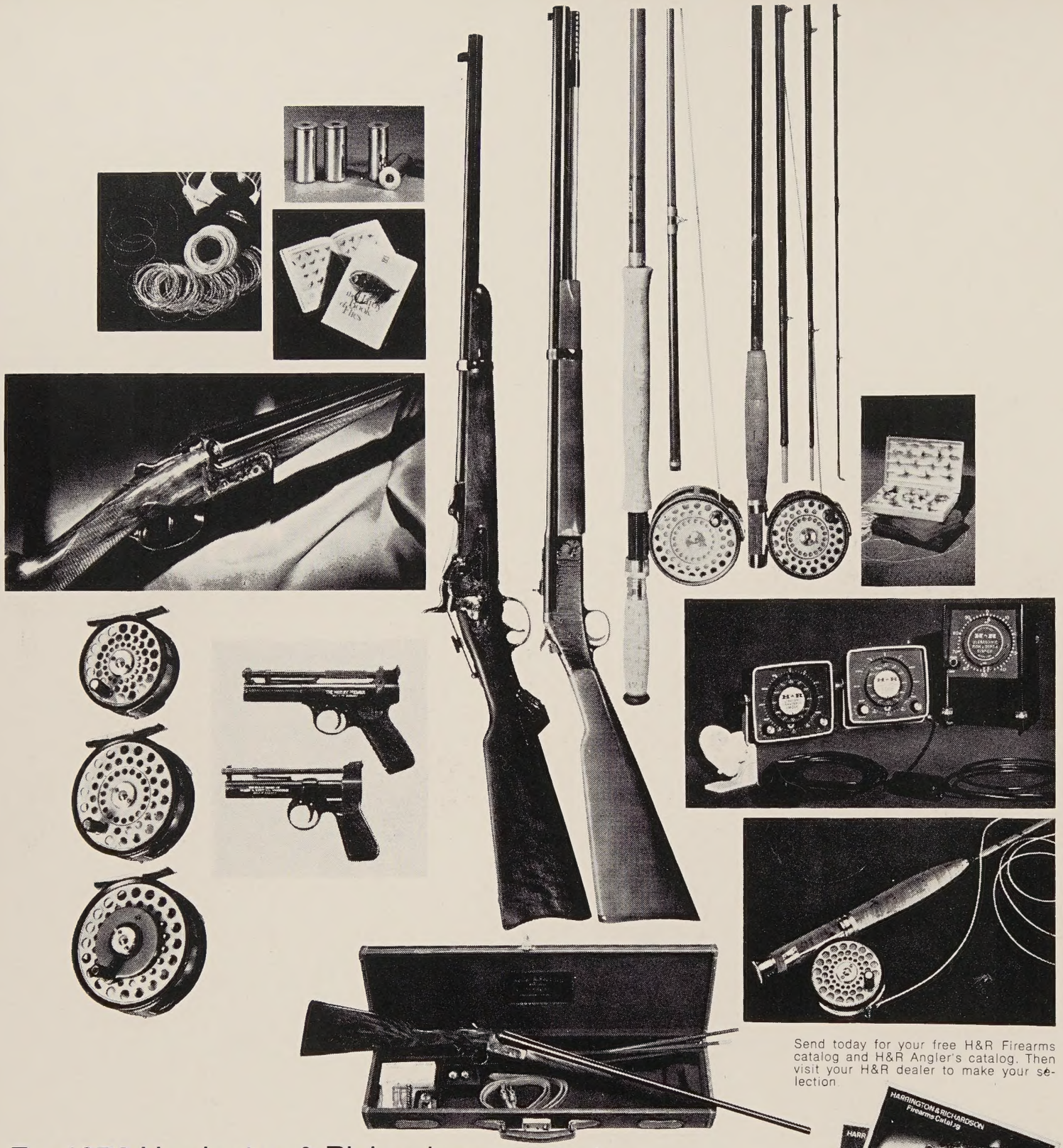

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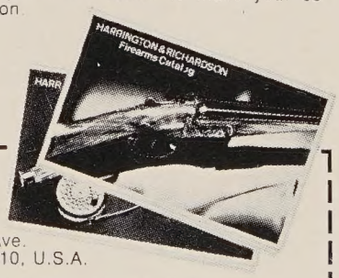

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 92 No. 2 DECEMBER, 1972 75 CENTS

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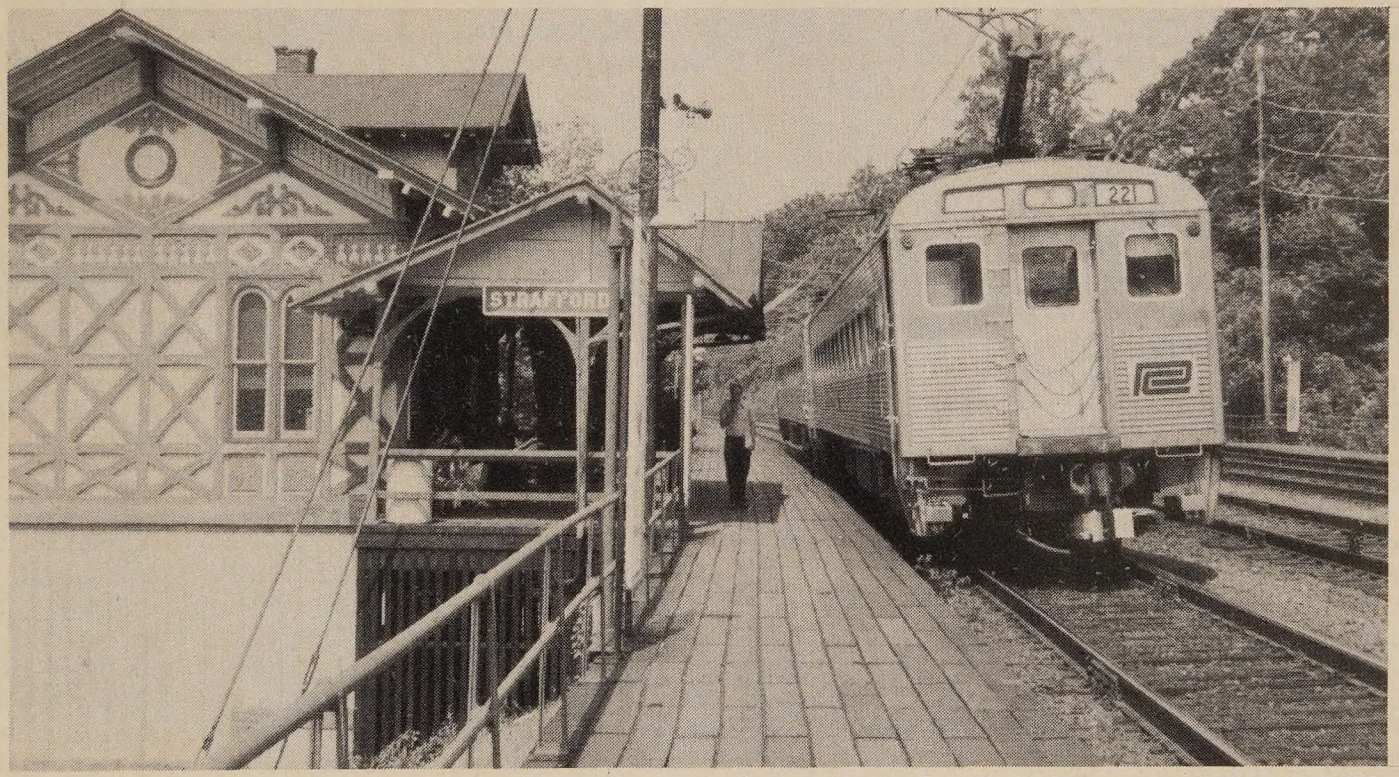

Penn Central commuter train at Strafford, Pa., last June. "Gingerbready" depot was built in 1876.
Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

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THE MAIL CAR

where editors and readers meet

OUR cover view of the Chicago subway is used by courtesy of General Electric's magazine, *Going Places*, and the Chicago Transit Authority ●

THAT ITEM in our October issue about two old Santa Fe steamers at Madrid, N.M., evoked much mail and several long-distance phone calls from readers wanting details. Both engines are Consolidations. No. 768 is on display as part of the Old Coal Mine Museum. She is in poor, but not hopeless, condition. The other 2-8-0, No. 870, with the tender from 874, sits nearby and is probably not worth moving. Both engines were bought in 1940 from the Santa Fe by the Albuquerque & Cerrillos Coal Co., but ATSF never operated the Madrid mines. This information comes from Bruce A. Collins, 3214 Eastview Rd., Bethel Park, Pa. 15102. He got it from conversations with Joe Huber, representing the estate that wants to sell the entire town of Madrid, including the old locos.

Says Gordon H. Mills: "No. 870 was of class 870, in which there were five numbers. Originally they were St. Louis, Rocky Mt. & Pacific 100-105, built by Baldwin in 1906 with 21x30" cylinders, 57" drivers, and 200 lbs. boiler pressure, and weighed 180,000 lbs. The Santa Fe took over the short line and renamed it Rocky Mt. & Santa Fe, but eventually dropped the new name also. I have a Baldwin erecting diagram of these locos plus a builder's photo of the 101 on a turntable; also a photo of 870 (ex-101) taken at Madrid in 1958. I got this material from a *Newsletter* of the Railroad Club of New Mexico. The big change made by the Santa Fe in the 870 was the substitution of piston valves (and no doubt the addition of a superheater) in place of slide-valve cylinders." ●

NEWSCAST. Railroaders striking the River Terminal Railroad of Republic Steel near Cleveland, Ohio, said that Republic officials opened a hole in the fence so that construction workers rebuilding a blast furnace could bypass picket lines. A company spokesman said the gate gave construction workers direct access to their jobs, conceding that it does help them to avoid pickets. Republic emphasizes that the strike is against the railroad—a subsidiary—and not against the steelmaking operations.

Not often is a fire brought to a town's firemen, but it happened the other day. Crewmen on a Missouri Pacific freight en route from Memphis, Tenn., to Wynne, Ark., saw burlap bags ablaze in an open hopper car on their train and radioed ahead for help. As they pulled into Wynne, fire-fighters waited at the crossing and soon quenched the flames.

Burlington Northern has begun operating the nation's longest unit coal train haul from Montana to Tennessee, 1,732 miles, marking the first time that low-pollutant Montana coal has moved south of the Ohio River. Aside from that, BN announces that starting in 1976 it will haul 42.5 million tons of Wyoming coal to the first fossil fuel power plant in Texas. Fossil fuel is oil, coal, or peat formed eons ago by decayed animal and vegetable life.

Flames fed by ten carloads of petroleum products devastated more than one-third of a 100-car freight train after it had collided with an empty tank car truck north of Anchorage, Alaska. Supplementing the work of other fire-fighting units, a helicopter from Elmendorf Air Force Base, especially designed to combat flames, used a bucket device against the widely spread blaze.

A picturesque Quality Inn evoking American railroading of the 1890's has been opened in Summerdale, Pa., at the interchange of I-81 and U.S. Routes 11 and 15. The motel has a sweeping view of the Susquehanna River and Penn Central's huge Enola yards. Restaurant complex of the two-story, 72-unit inn includes the Baggage Room, seating 40, the Pullman Dining Room, seating 24, and the Back Shop, seating 136. Furnishings and decorations are largely authentic railroadiana.

City Council of Prattsville, Ala., has decided to enforce local ordinances limiting trains to a maximum speed of 25 mph through town and requiring them to stop and place a signal flag on each crossing. Elsewhere, the Village of Park Forest, a Chicago suburb, is asking the Illinois Commerce Commission to ban fare increases on the Illinois Central. *Modern Railroads* editorializes: "Will the Village also ask the Brotherhoods to ban wage increases for the same period? Will they ask all railroad suppliers to hold prices at 1972 levels through 1974?"

A big manufacturing firm is telling its people to allow seven days for mail delivery between New York and Chicago—although much of the nation's firstclass mail is now being airlifted on a "space available" basis. Amtrak hopes to cash in on the postal snafu. It is already carrying magazines (including *Railroad*) on some of its trains as publishers demand better mail delivery and a halt to constantly rising postal rates. RPO may never be revived, but at least there is a likelihood of railroads being made part of improved mail service.

Last year, because the trucking industry offered lower rates, some 60 percent of the North Dakota wheat crop was hauled to market in trucks. Now it's different. Charles A. Nelson of the Wheat Commission told *The Wall Street Journal* that so far this year railroads are carrying 63 percent of the harvest. The reason: they offer grain shippers lower rates. A year ago Minot, S.D., had 15 truck operators. "This year," reports a grain elevator man, "there's only one left."

Santa Fe has ordered 1,000 covered and 100 open-top hopper cars costing about $19 million for hauling grain, etc.

Missouri Pacific has bought 1,350 new freight cars, 68 locomotives, and 30 cabooses at a cost of $41,000,000. Delivery of the new equipment started in November and will be completed early next year. MP also has strengthened its transportation facilities by opening a modernized trailer and container freight center at Laredo, Texas.

It's rare for a railroad to tear up tracks from an abandoned line and then relay those tracks, reports Warren Marble of Swansea, Mass., but Penn Central is doing just that for two miles between Dighton and the Weir section of Taunton, Mass. The New England Power Co. needed those tracks to deliver two huge transformers to its Somerset station.

The phasing out of ice-cooled refrigerator cars continues at a fast pace, according to John Suskewicz of Pittsburgh, Pa., who says most icing stations now average less than one car per day. He expects all car icing in America to end this fall, with a few cars running out the rest of their lives in insulated service. Icing stations not used for non-railroad purposes will be razed. So reefer fans had better take photos while they can.

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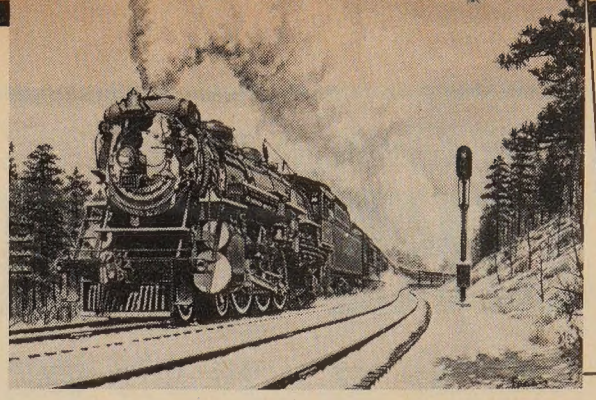
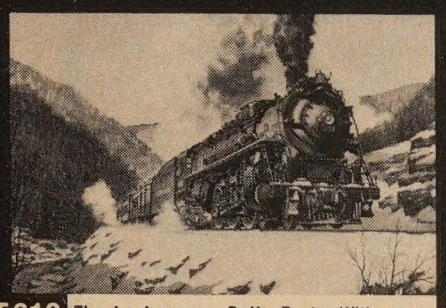
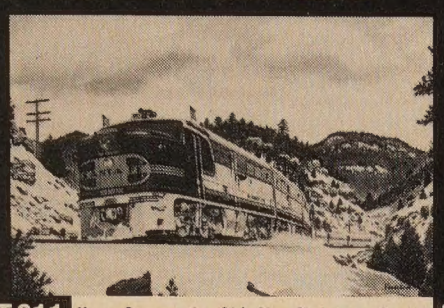


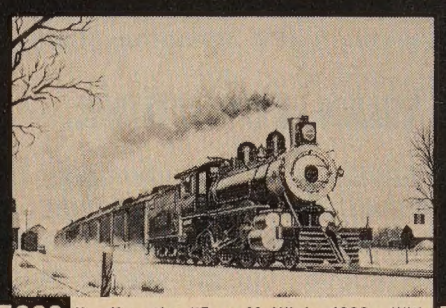
T405 The Crescent Limited – Christmas Greetings and Best Wishes for all the Year – **Southern Railway Engine #1401**



T612 The Lackawanna Rolls East – With every Good Wish for Christmas and the New Year – **Hudson type locomotive out of Scranton**



T611 Here Comes the Chief! – Christmas Greetings and Best Wishes for all the Year – **Santa Fe Chief on Glorieta Pass**

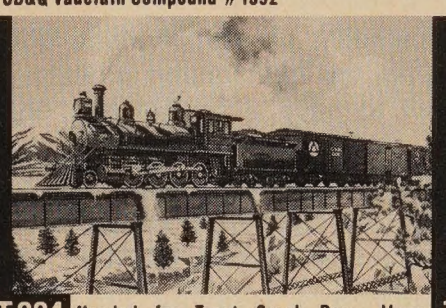


T900 Heading the "Fast Mail" in 1899 – With every good wish for Christmas and the New Year – **CB&Q Vauclain Compound #1592**

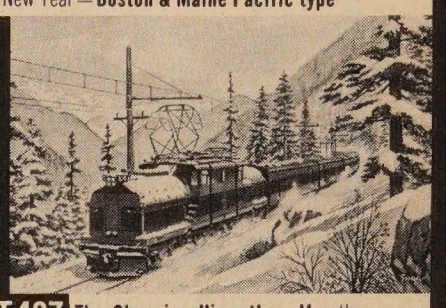
T610 Holiday Local to the North Country – Peace and Good Will at Christmas and through all the New Year – **Boston & Maine Pacific type**

T650 Smokin' Around the Bend – Christmas Greetings and Best Wishes for all the Year – **A "Moffat Malley" on Rollins Pass**

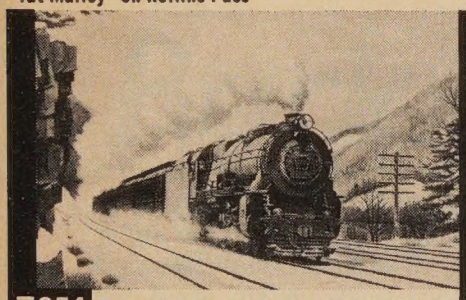
T852 Frosted Steam – Merry Christmas and a Happy New Year – **Trio of K-36, 3 footers, Cumbres Pass, Colo.**



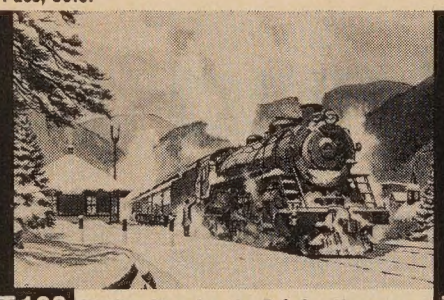
T224 Headed for Trout Creek Pass – Merry Christmas and Happy New Year – **Colorado Midland, South Park 1890**



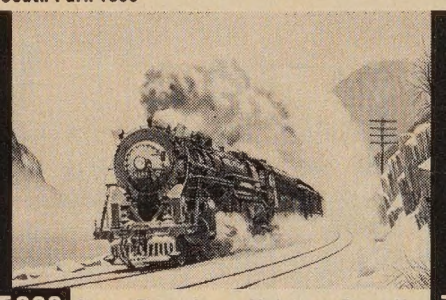
T407 The Olympian Hiawatha – May there come to you this holiday... Health, Happiness and Enduring Friendships – **Milwaukee Road's GE Electric**



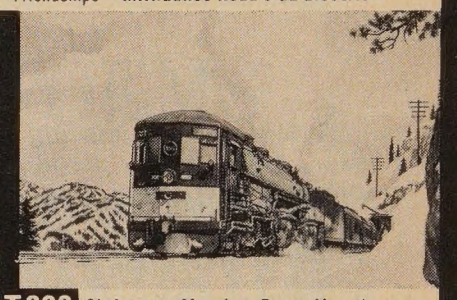
T954 Running Late and Running Fast – May you and yours this Christmas day... be blessed with health and happiness – **K4 Broadway Limited**



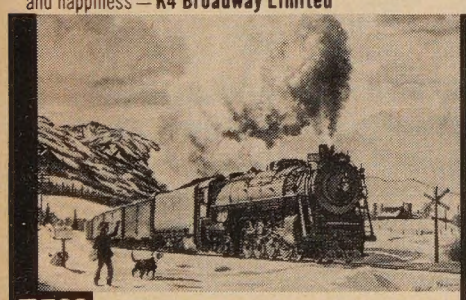
T100 Station Stop for the B & O – May you and yours this Christmas day.. be blessed with health and happiness – **Baltimore & Ohio Pacific type**



T803 Green Flags for a Christmas Run – May the meaning of the Season be deeper... as Christmas comes this year – **The 20th Century Limited**



T800 Christmas Morning Run – May the meaning of the Season be deeper... as Christmas comes to you this year – **SP Overland Limited**



T728 A Whistle and a Wave – A friendly wish for a Merry Christmas and a Happy New Year – **Montana Main Line Engine #2681**

T406 Christmas Eve in the Yards – May the Spirit of Christmas Abide With You, etc. – **Chesapeake & Ohio Kanawha type engine**

T509 Fresh Trees and Full Steam – With Best Wishes at Christmas and through all the New Year – **"Mogul" narrow gauge**

T408 Donner Pass on Christmas Day – Peace and Good Will at Christmas and through the New Year – **Southern Pacific diesel in the Sierras**

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A new rail line is being laid in Oklahoma that Frisco Road officials say will be shorter and faster than a route through Lawton and Oklahoma City to Tulsa. Workers are laying heavy rail on the Tulsa to Avard branch in preparation of rerouting two transcontinental freight trains which the Frisco operates with Santa Fe over this track rather than through Oklahoma City to Floydada, Texas.

A Piute Indian tribe has filed a $1 million suit against the Southern Pacific to recover all railroad property on their reservation in Nevada. Does anyone want to bet that the redskins will be awarded a just settlement of their claim? ●

INSTEAD of nationalization E. Spencer Miller, president of the Maine Central, proposes that all railroads in this country be consolidated into a single American Railroad Corp., to be chartered by Congress but as a private entity. Miller claims many advantages for the plan, such as elimination of duplicate rail facilities and railroad trade associations; of a lot of highly-paid rail executives, and of much "wasteful competition." Also, he said the railroad system would be in "a strong, practical collective bargaining position" to deal with unions.

Under the plan, stockholders in existing railroads would either be paid off or could trade their stock for the securities in the new corporation, which would be regulated by the ICC. Miller envisioned a gigantic, modern, streamlined, profitable rail system. So far, there hasn't been any rush of brass collars to embrace his scheme. ●

HARRY K. McCLINTOCK, who wrote "Boomers, Northbound" (page 49), liked to tell about the riving breed he knew in the old days when he was a wandering minstrel, switchman, and trainman. Among them was "Hee-Haw Mike," so nicknamed because of his long ears. As "Haywire Mac" told it, Mike had been fired on account of Rule G (the rule against drinking while on duty) in just about every big yard east of the Mississippi, in some yards not only once but several times. On one occasion he hit the general yardmaster for a job and was turned down, but put up such a plea that the "ringmaster," as this official was called, finally told Mike that if he'd get an okay from the superintendent he could go back to work.

So Hee-Haw barged into the Old Man's office and the big argument came off. To get rid of him, the super said: "Mike, if you can show me just one good clearance from any road, I'll hire you."

"All right, boss," agreed the long-eared boomer. "I'll go over and get one outa my grip."

Thereupon Hee-Haw proceeded to the local Chinatown and cut out a segment from a large red and yellow sign emblazoned with Chinese characters. Returning to the super's office, he marched in, slammed down the chunk of sign on the desk, and said: "Well, here she is!"

The Old Man peered over his glasses in bewilderment. "What is it?"

"Why, that's a clearance I got from the Hong Kong Central, you so-and-so. Can't you read?"

According to Haywire Mac's version of the incident, which he said actually occurred, the brass collar enjoyed such a hearty laugh that he gave the old booze hound another chance. ●

BRIEFLY SPEAKING. Did anyone besides myself notice the almost-human face (eyes, nose, and mouth)

on the photo of GP-35 No. 2316 in your October issue, page 41? It has a quizzical expression.—Fred Hess, 2558 Berkshire Rd., Cleveland Heights, Ohio 44118.

Peter Tonge reports that he recently "saw a Great Dane, mammoth even for this breed, catch a train at Boston's Park Station as casually as any other commuter and ride out to the suburbs with his master. He entered the coach and sat on one of the seats with a lordly aplomb, towering head and shoulders over every seated passenger."

Two old, battered, streamlined dining cars, Union Pacific 3605 and 3615, can be seen in the weeds near the Clarence, N.Y., depot of the West Shore line. Who owns the poor derelicts?—Bill Kessel, 99 Center St., Hamburg, N.Y. 14075.

It is not true, as some people say, that Pennsy steam locos ever had cast-iron pilots. Their drop coupler pilots were made of sheet metal, built up with about 150 parts welded together.—John Stewart, Box 552, Station A, Toronto 116, Ont., Canada.

The KCC loco pictured in October *Railroad,* page 5, belongs to Kennecott Consolidated Copper Co., not Kansas City Connecting Railroad as our caption stated. Several readers bawled us out for this error. John N. Monk, a British fan, corrects an item in our August issue about *The Brighton Belle* by saying that the distance between Brighton and Victoria Station in London is 50½ miles, slightly less than we had stated. Our October issue has a photo of Baldwin demonstrator No. 2001, which became National of Mexico No. 6001 but was never on the Jersey Central roster, writes Jim Edmonston; our captain was wrong.

I appreciate *Railroad's* editorial comments on the work involved in writing for magazines or books. This is not understood by non-authors. Also, I want to compliment you on the continuing high quality of your full-color covers.—Jim Scribbins, 10534 W. Michigan St., Wauwatosa, Wis. 53226.

I was first attracted to *Railroad* by your June '69 cover photo of two shapely damsels boarding the Rio Grande's narrow-gage train at Silverton, Colo. As a result of seeing that picture by Joe Mannix I rode the Silverton train myself on my next vacation and I have been buying and reading your magazine ever since.—Donald L. Cook, 2237 Marshall Parkway, Waukegan, Ill. 60085.

My favorite steamers were Boston & Maine 4-6-2's, class 3710, and 4-8-2's, class 4113. When an engineer worked on the latter class so hard up a hill that the exhaust out of the stack was just a whistle and the engine was looking for more and everything was going as it should, that was railroading, and I have been in that position.—Harvey Clough, retired B&M engineer, 8 Wescott St., Limerick, Maine 04048. ●

A CHARGE that the Interstate Commerce Commission has been "almost entirely passive" in screening proposed railroad mergers like the one which created the bankrupt Penn Central is contained in a Senate Commerce Committee staff report.

The study says the Commission relied on savings estimates submitted by the railroads without independently assessing their validity. The "savings," it pointed out, have rarely materialized, once the mergers were approved and put into effect.

The document also accuses the ICC of "grossly inadequate regulatory fol-

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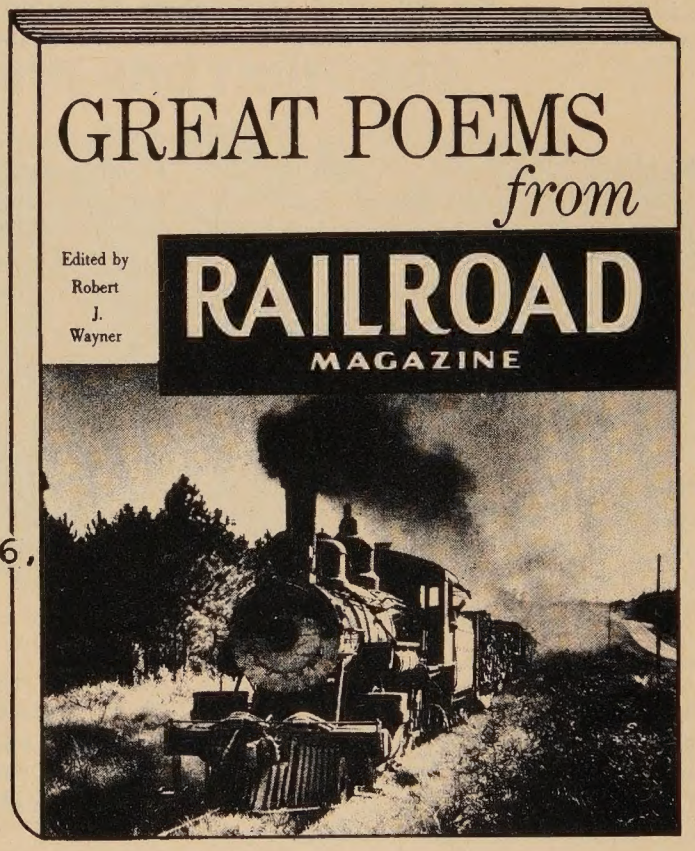

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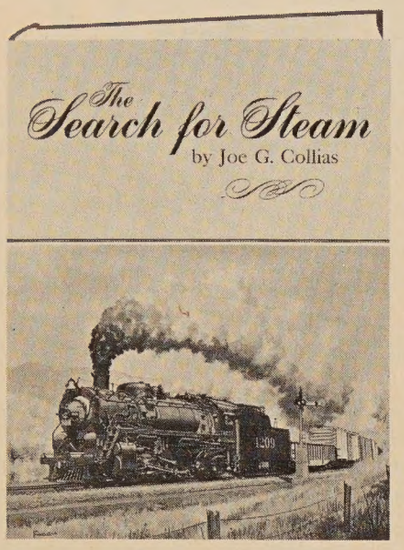

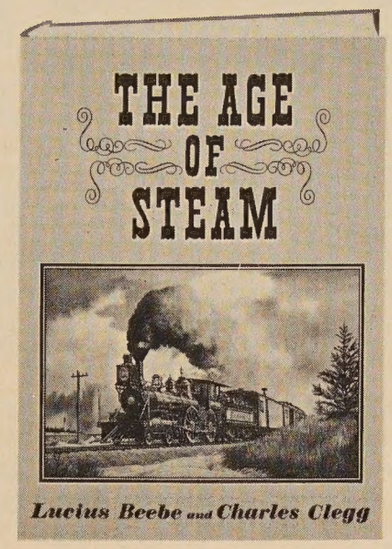

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lowup" to check up on the performance of the combined railroads. Based on the experiences of merged roads during the past 15 years, the committee staff concludes that mergers "are more likely to be harmful than beneficial." ●

PERSONALITIES. Sadly we report the death of Jack M. Holst of Portland, Ore., on August 29th, after surgery, at the early age of 38. Jack was a foremost authority on Heisler locos. Our June '72 issue carried his life story as *Interesting Railfan* No. 114.

Wilbur Gillette of Cleveland, arrested by police for driving a trailer truck with improper headlights, faces Federal charges that the truck and the 35,000 pounds of beef it held were stolen from a Norfolk & Western railyard.

Phil MacLeod, who died the other day in Quincy, Mass., had told many stories of his life as a railroad telegrapher to his daughter, Charlotte MacLeod, who wrote them in a book entitled *Brass Pounder*. Published by Little, Brown & Co. (Canada Ltd.), the book sells for $6.75. At age 15 Phil became the youngest brass pounder in Canada's maritime provinces. He worked in New Brunswick and Nova Scotia, sometimes at scenes of high drama.

Reading Co. has filed suit against Mrs. John Catherman, a motorist of Warminster, Pa., for an avoidable grade-crossing accident with a train carrying over 200 passengers in early evening of August 9th. She was charged with failure to stop at Fulmore Road crossing after its flashing signals had indicated a train's approach. Fortunately, the train was making only about 25 mph. Seeing the automobile in his headlight glare, the engineer applied his emergency brake in time to prevent casualties, but the locomotive hit the woman's car and pushed it off the track.

Since two of our *Interesting Railfans*, Harre Demoro (July '71) and Harry Christiansen (Nov. '72), are very much alike, both being rapid transit experts with newspaper backgrounds, we asked H.D. to comment on our personality sketch of H.C., and he says: "I agree with Harry's statement that writing books is no cinch. It's much harder than journalism. I never made a dime off my electric railway and trolley-bus volumes and I share Harry's view about writing and photographing in such a manner as to preserve material for the future. But unlike him, I don't jot down the number of every streetcar I see, and my interest in buses is only lukewarm."

Another *Interesting Railfan*, Art Weber of Detroit, past president of the Michigan Railroad Club and producer of *Roundhouse Records*, recently rode his twin-speed collapsible bicycle from Detroit to Los Angeles. He pedalled a daily average of 77 miles, stopping only for fog and rain, and camped out overnight when he could. The trip took eight weeks. He returned home by rail.

George A. Warden, a Dominion Atlantic conductor and the founder of the George Warden Railroad Museum in his home town of Kentville, Nova Scotia, has died at age 56. His railroadiana is one of the largest private collections of its kind ever assembled in Canada. Last year the town bought a railway baggage-coach, 1924 vintage, the last of eight such cars originally built for Canadian Pacific, and donated

it to the museum for permanent use.

The Rev. Lloyd Stubbs is using a former Chesapeake & Ohio caboose as a Christian education building in the rear of the First Church of the Nazarene, 1824 W. Loveland Ave., Loveland, Ohio, of which he is pastor. C&O gave him the surplus crummy from its shop in Raceland, Ky., and his son, Alan, supplied a steam-engine sound record to be played in it . . . Elsewhere, the Norfolk & Western donated a caboose to Justin Lubold for use as a meeting point in the campaign against drug addiction at Corning, N.Y.

The 29-mile Marianna & Blountstown Railway in northern Florida has a new owner, Alexander Theoharous, 42, of Sherman, Conn., an attorney and longtime railfan. He heads a corporation which bought controlling stock in the M&B for $10,000.

As the controversy over proposed destruction of Spokane's Great Northern depot increases, a yard clerk completed his plan to immortalize the station. Arthur R. Hochhalter, E. 218 Rowan St., Spokane, Wash., has put the finishing touches on a 200-pound model of the depot. This model, built to scale one-fourth inch to a foot, has electric lights, four electric clocks, metal grillwork, tapered mahogany columns and a speaker which plays train sounds.

New members of the Morse Telegraphic Club, Inc., are sought by W. F. Dettle, of the Central Southwestern Area, 1004 Greenough St., Stinnet, Texas 79083. This club was formed by a group of brass pounders who met at a picnic in the Los Angeles area in 1942 to mark the 151st anniversary of the birthday of Samuel F. B. Morse, inventor of the telegraph and Morse code. Membership fee, $2, includes subscription to the bi-monthly *Dots and Dashes*.

Possibly the oldest ex-railroader in the country is Paul Paulus, age 109, a former Southern Pacific fireman now living at 601 E. 23rd St. in the Santo Nino Community Center of Los Angeles, Calif. Mr. Paulus is alert and active. Born at Ann Arbor, Mich., in 1863, he remembers going out to L.A by train in 1889, when the city was little more than ranches and orchards. He attributes his longevity to taking good care of himself and not drinking or smoking. ●

THE HEART of Cass Scenic Railroad at Cass, W. Va., the machine shop where old steam locomotives were serviced and maintained, burned to the ground last July 23rd. About 3 a.m. I was awakened by three long tremulous blasts of an engine whistle blown by the night watchman. I knew something was wrong. While my husband was dressing, I threw on a house coat, opened the garage door, and started our automobile. We were the first to arrive at the fire, which had already engulfed the whole building. With misty eyes, my husband cried, "Thirty years of my life!" Yes, he had been working as a machinist in that shop for over 30 years. I felt so sorry for him and have never loved him more than I did at that moment.

Within minutes, the railroad's entire work force was there. The men pitched in with determination to rescue the engines and passenger cars parked on the track directly in front of the blazing shop. It was too late to save any part of the building, which could be rebuilt, but those antique steamers could never be replaced. The engines and cars were

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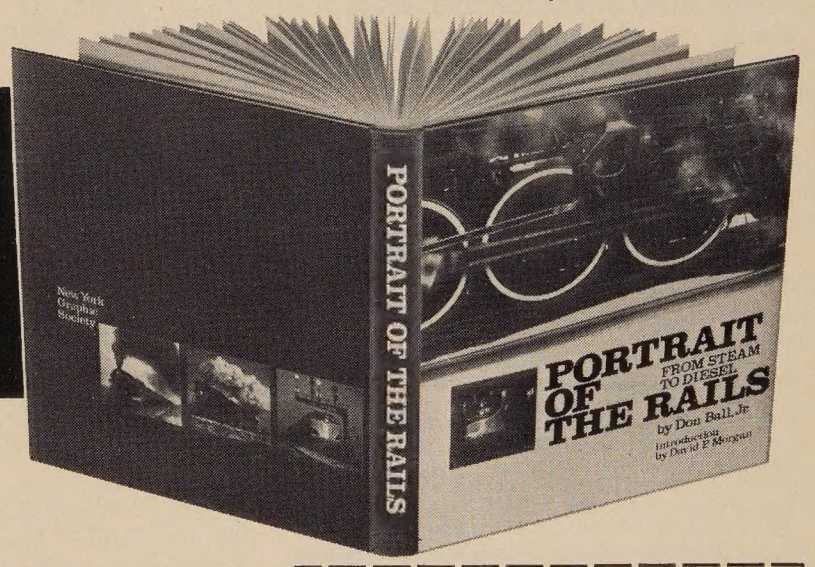
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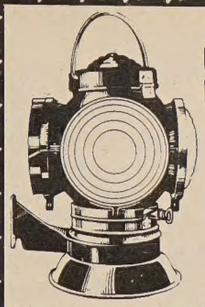

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Of particular note in the railroad field are the recordings of O. Winston Link, who not only has some of the highest fi going, but a good editing sense. When I first played one of his discs—a huge freight engine working through a tunnel in Virginia and then blasting past the microphone with little hoots on the whistle—I almost hid under the sofa, and there was a dimming of lights in town as my amplifier ate up electricity at a fearsome rate. For authenticity and interest I recommend four of Link's recordings: "Sounds of Steam Railroading," "The Fading Giant," "Thunder on Blue Ridge," and "2nd Pigeon and the Mockingbird."

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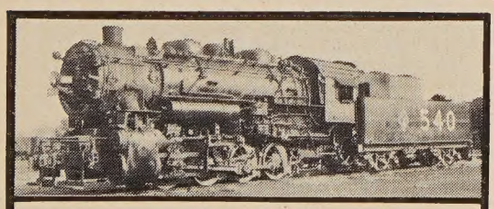

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– JIM ADAMS –

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standing so near the fire that it was quite a feat to rescue them. One car jumped the track, delaying the job for nearly an hour.

With a bucket brigade, the railroad superintendent and his men kept the rolling stock from being greatly damaged. Somehow, they pulled out old No. 3, an oilburning Shay, from the danger zone. Some men actually risked their lives in the salvage effort. After all the engines and cars had been moved a safe distance, they returned to their homes, showered and dressed, and then went back to the railroad to haul the 1,000-plus tourists who had come to Cass that Sunday to ride behind steam power. The passengers rode past the still smoldering remains of the machine shop, probably not realizing what a terrible night their crew had put through to save the railroad. Some day soon we will have a new machine shop.—Mrs. Ernestine Clarkson, Cass, W. Va. ●

CANADIAN NOTES. I hardly thought Nick Morant could improve on his July *Railroad* cover shot of *The Canadian,* but his October cover is perfect. And I enjoyed your *Interesting Railfan* story of Nick. Its mention of the boiler explosion at Big Hill recalls a night at Golden, B.C., when I was firing a pusher and my hogger told me about it as we passed the very spot where it occurred. Evidently both engine-crew men on a pusher behind a freight had fallen asleep as they climbed the long grade. Possibly the injector went dead, allowing the boiler to run dry. Roaring flames in the firebox made the crown-sheet white-hot. One of the men may have awakened later and pulled on the other injector without first checking on the water level. The resulting blast killed both enginemen and the conductor, who was in his caboose-cupola when the impact blew it off.—Bert Lanning, 717 Pandora, Victoria, B.C.

I don't begrudge our Prime Minister and his family their lovely trip in a comfortable train to the West Coast for their holiday. But I do begrudge the fact we in Bruce and Grey counties and areas west of Guelph can't use the transportation we had in 1970 before the CNR stopped our trains. Now we in Chesley must drive 25 miles to get the bus to Guelph and on to Toronto. We feel so isolated.—Mrs. E. Mary Kalbfleisch, Chesley, Ontario.

Police of Mississiauga, Ont., have cracked down on kids playing "chicken" with freights that cross a 300-foot trestle at about 60 miles an hour. Boys standing recklessly in the center of the bridge last summer would dive 25 feet into a reservoir just before a train passed. Dozens of them escaped death by inches while trying to be the last one to jump out of the way. Fourteen "chicken-players" picked up by a special officer were taken home and their parents were warned. Remember the movie, *Rebel Without a Cause,* released a few years ago, about a fatal "chicken" game?

British Columbia Railway will build a 37-mile spur from its main line to a new coal mine near Chetwynd, in the B.C. interior at a cost of $9-million. The coal would be carried in modified unit trains 600 miles to Squamish, a seaport 50 miles north of Vancouver.

Demolition work being carried out on the stately Canadian National station in downtown Truro, Nova Scotia, and the building of a new multi-million-dollar CN depot and commercial complex mark both the end of an era and the beginning of a new stage of development in the town.

"Good railroading is evidenced on the Canadian National," writes a publicity-shy railfan returning from CN's annual rail tour to Churchill, on Hudson Bay. "Their single-track line across Ontario and Manitoba is in fine condition and is operated by CTC, with passing sidings about every seven miles. Transcontinental passenger trains on which I rode had nine meets at which neither train stopped for the other. This is perfect timing for a system that is proud of its operations, wants passengers, and takes good care of them. While in Ontario and Manitoba I saw at least eight different Chesapeake & Ohio diesels on CN freight trains, as well as locos from the Grand Trunk, the Central Vermont, the Elgin, Joliet & Eastern, and even the remote Quebec, North Shore and Labrador." ●

WESTERN PACIFIC article by Karl Zimmerman in your November issue prompts me to state that the WP was practically bankrupt but is now solvent. Its president, Al Perlman, obviously doesn't let any grass grow under his feet. He seems to be doing for WP what he did years ago for D&RGW, laying a lot of new rail where it was needed. His payroll had to be cut by 8.5 percent, but the road keeps operating. New management techniques have been set up. If you sit around for a time in the road's seven-story headquarters in San Francisco, as I have done, you see young and dynamic managerial talent that appears to be sincerely concerned with doing a good job. I was much impressed.

WP has been running fewer trains since World War II and has worked out pool arrangements with the Burlington Northern and the Union Pacific. You can see WP motive power as far north as Seattle and at least as far east as North Platte. To my mind, Perlman is a genius in understanding how to make railroads work. Undoubtedly, the Penn Central fiasco was none of his doing. What really amazes me is the degree to which WP is going after new business. It has hired top experts who go out into the field and study the details of what will be in the shippers' best interest. The shippers catch on and the trains are rolling. Changing the subject, I'd like to hear from anyone who has photographed GE demonstrators 301-304.—Virgil C. Staff, Box 268, Berkeley, Calif. 94701. ●

PHOTO of the transfer boat *Pelican* in your September issue is very good. I enjoyed it especially because I used to be a steamboat engineer on the Mississippi River. The *Pelican* was built at Dubuque, Iowa, in 1903. There were other boats like her: the *Willard King,* the *Saint Genevieve,* and the *Albatros.* All were about the same length, 305 feet; but in 1931 the *Albatros* was put in drydock and lengthened by 67½ feet to carry more railroad cars, making her the longest steamboat ever to operate on the Mississippi.

These big transfer boats were taken out of service not because their engines wore out but because the railroads were given access to bridges that spanned the river. When the *Willard King* was taken out of service at Crondolet (South St. Louis) and sent south, she carried a railroad dining car and a Pullman for crew facilities. The *Albatros* was taken from transfer service in 1937 and bought by the Streekfus Co., which took her to St. Louis. There her upper works were removed and she was rebuilt into an excursion boat. If any of your readers have ridden the *Admiral* at St. Louis, they have been aboard the former transfer boat *Albatros.* Aside from the boilers, she still has the same engines she had when built in 1905.

No *ships* operate on the Mississippi; they are all *boats.* An oceangoing ship entering this great river automatically becomes a boat. When I was working on the river, *Railroad Magazine* was always popular because of the railroads that operated along its shores.—Thomas A. Williams, 314 Fourth St., West Point, Iowa 52656. ●

I BEGAN railroading as a young night clerk on the Southern Pacific at Indio, Calif., in January, 1912, but don't know how I managed to sleep in daytime in those days. That part of the Los Angeles Division is below sea level and probably the nation's hottest railroad line. Often we had 120 degrees in the shade, of course with no air-conditioning. One of my jobs was to call the crews. Some men slept fitfully in date-palm trees in a grim effort to mitigate the heat. Indio's main street then was a dusty dirt road. An old boxcar served Palm Springs as a depot. Bill Knapke mentions that hell-hole in his popular book, *The Railroad Caboose.* Bill worked there for a while. Today Indio has paved streets, date farms, and air-conditioned stores and restaurants. Sixty years ago I could have picked up its land for a song. If I had done so, I'd be rich today—James J. McDonald, 60 Harrison St., Boonton, N.J. 07005. ●

BECAUSE of its giant size as well as its bankruptcy, Penn Central continues to get the lion's share of rail news in this country. For example, the ICC has ordered PC to rebuild its flood-damaged tracks between Danville and Wilkes-Barre, Pa. Those tracks connect with the Delaware & Hudson freight yards at Buttonwood. The D&H had accused Penn Central of delaying reconstruction so the PC could grab for itself freight business it shared with the D&H before the flood. D&H had claimed that refusal to restore the rail link to its yards could drive it into bankruptcy by curtailing its freight revenue.

Elsewhere, a group of Lancaster County, Pa., businessmen who protested against the possible closing of a PC line between Lancaster and Quarryville were told that they could have continued train service on the six-mile Quarryville branch by paying $140,000 for it. PC claims to be losing $52,000 a year by operating that branch, which floods damaged recently and the repair of which would cost about $13,000 a mile. Meanwhile, Penn Central is planning to acquire by lease 500 new general-purpose boxcars to meet its shippers' requirements for modern rolling stock. This increases to 3,252 freight units that PC's program has lined up so far this year.

Andrew Allen, the largest Penn Central stockholder, recently elected to the board of directors, predicts its bare-bone stock will increase in value twelvefold in the next decade. Allen owns 165,000 PC shares.

Penn Central forecasts that its industrial development program will provide new jobs for 7,400 persons while adding over $20.8 million annually to its own revenues. Many plants are being built or expanded in the 302 industrial parks served by PC. And PC has asked the New York State Transportation Department for approval of a plan to reduce sharply the number of freight agents it has at its stations in that state. ●

OVERSEAS. Stretched out in Our Lady of the Olives Church at the town of Lebrija, Spain, lay the bodies of 76 persons in flickering candlelight. A few miles away workers searched for more bodies in the wreckage of one of Spain's worst train wrecks. In addition, 100 or more persons were injured.

An express and a local shuttle train smashed into each other when the commuter train was inadvertently switched over to the main line between Cadiz and Madrid and into the path of the speeding express. The engineer of the local train ignored a red light. He was among the dead. Most of the dead were Spanish marines from San Fernando naval base near Cadiz. Sixty of them were in the commuter train and only three survived.

The U.S. has given Thailand's government 100 miles of track to build a new rail line linking Sattahip port and eastern Chacherngsao province.

"Swiss Federal Railroads, noted for safe and punctual operation, usually use engine-cab crews on all trains except overnight, long-distance, international expresses," says B. L. Albert, M.D., Scarsdale, N.Y. "Where rail unions anywhere insist on larger-than-necessary crews, the result is a constant shrinking of the rail labor, higher costs, less business, and fewer jobs."

Season tickets sold by the Victorian State Railways in Australia no longer identify ticket holders as Male or Female. "Women's liberation is not responsible for this change," insisted a rail spokesman. "It's just that in these days of unisex clothes and hairdos our ticket sellers have too much trouble telling the men from the women. They also find it insulting to ask."

For the first time in railroad depots anywhere, so far as we know, British Rail is trying out individual television service in Euston Station, London. Three TV sets are attached to armchairs in the waiting-room. Operated by coins (10 pence), they provide 20 minutes of either normal network programs or special features for waiting passengers.

Now on track rails are the first power cars of the German Federal Railway's former TEE sets to be converted to gas-turbine traction.

Nearly finished are the designs for Britain's National Railway Museum. York's former motive power depot will be the site of the museum. Rail-connected, spacious, and still equipped with two turn-tables, the sheds can be converted for far less than the cost of new structures.

An express train out of Rome's main railway station—reputedly the world's largest—was held up for 25 minutes on a recent Sunday night, while a cat gave birth to kittens between the tracks. The conductor was just slamming the doors shut for departure when he noticed the cat in labor beneath the mail car. Four kittens and 25 minutes later he flagged the engineer that the tracks were clear.

HERALDING a new development on the transportation front is the Japan National Railway's announcement that it has produced a motor which would propel a hovercraft railless train at a speed of more than 340 m.p.h. It has tested a model car of this type successfully. A prototype train is expected to be in action by 1980. If it works according to plan, it could cover the 341 miles between Tokyo and Osaka in an hour. Present supertains do it in three hours.

There is nothing brand new or particularly Japanese about hovercraft trains. West Germany, Britain, France and the United States also are working on the idea. Hovercraft trains are clean and virtually silent, traveling on a cushion of air about four inches above a railless concrete trackway either box-shaped or U-shaped. And if they can be brought up to a speed of 340 m.p.h. they will give the airlines formidable competition.

OUR railroads are putting on run-through freight trains at an unprecedented pace, the Association of American Railroads reports. Under this concept, an entire train, including locomotives and often a caboose, moves from one road to another without switching at intermediate yards. The result is a dramatic saving in time. R.R. Manion, vice president of the AAR's Operations and Maintenance department, says run-through trains "substantially reduce terminal delays due to switching and reclassification, which improves travel time and car use."

One such case is the Jersey Central's inauguration last August 10th of fast service in each direction between Jersey City, N.J., and Harrisburg, Pa. Trains JH-1 westbound and HJ-2 eastbound, operated in conjunction with the Reading Railroad, cut as much as two days off the running time of freights which formerly stopped at the Allentown yard, to classify cars.

A CHICAGO railroad man who wanted to take his family by rail to Tucson, Ariz., made three different calls to Amtrak ticket agents, with three conflicting results. He was advised to take the routes to (1) New Orleans, (2) Houston, and (3) Los Angeles, each at a different price. I've personally waited 15 minutes while my local depot tried to get through to the Chicago reservation service. And we've all read the awful details of a disastrous round trip that a couple made from Kankakee to New Orleans in August on the once-great *Panama Limited*. It began on the 14th with no air-conditioning as far as Carbondale, Illinois, and the return trip had no air-conditioning at all! Dinner service was so poor that the travelers didn't even try to get breakfast on the way down and skipped dinner on the way back. Another couple, with Pullman reservations, who boarded the train in Champaign, Illinois, found that their car was not even on the train! After operating since May 1, 1971, it's time Amtrak's highly-paid brass collars turned out a better show for cash customers.—James G. Schneider, president, Kankakee (Illinois) Federal Savings & Loan Assn.

WAYS must be found to get rid of light-density branch rail lines, said John W. Ingram, Federal Railroad Administrator, addressing a National Grain and Feed Association meeting in Washington, D.C. According to Ingram, some 10 percent of the nation's 205,000 miles of rail system are little-used branches which resulted in a net loss to the railroads of almost $60 million during 1970. He said the branch line concept of serving shippers has been obsolete for 40 years, having been outmoded by the development of motor trucks and an expanding network of paved roads.

"Today," he added, "many branch lines are really operating museums of 19th Century transportation, paid for in 1972 dollars, benefitting a very few at the cost of many."

Failure of Government regulators and railroad managements to respond to economic and technological changes have brought about the industry's deepening troubles, states a Senate Commerce Commission study. Slow and often unreliable service, the report says, drove customers to truckers. The report adds that mergers proved no cure for the industry's problems, while payment of excessive dividends to stockholders and the diversion of capital to non-rail ventures have still further drained the railroads financially.

More than 500 lives would be saved annually—and nearly 4,000 motor vehicle-train collisions prevented—if at least 3,000 railroad-highway grade crossing protection installations were made annually for the next 10 years. It would cost about $75 million a year. This recommendation has just been submitted to Congress by the Department of Transportation.

GRAND CENTRAL TERMINAL, now a New York City landmark, is in jeopardy. Justice Irving Saypol of the N.Y. State Supreme Court will soon have to decide whether or not it may be torn down. His ruling could determine the city's authority to order *any* building saved for its historic value. Penn Central and a real estate developer are challenging the city's landmark law. They propose to build a 56-story skyscraper adjacent to and over GCT. One of their alternate plans is to demolish the Terminal.

They contend that the city's Landmark Preservation Commission's naming the Terminal as a landmark has deprived the company of several million dollars a year in revenue. The Terminal was so designated on August 2, 1967, after public hearings. The challengers deny it is worthy of being a landmark.

"The landmark character of the Terminal is highly debatable," company lawyers hold. "The esthetic quality of the south facade is obscured by its engulfment among narrow streets and high-rise buildings. It is hardly seen at all except for a short distance to the south on Park Avenue and even there the view of the facade is intersected by the encircling roadway and the tall buildings that line the avenue."

The Municipal Art Society, one of the sponsors of the landmark law, disagrees sharply and says so in its brief. The Society considers that the desecration or demolition of GCT would do irreparable harm to the city's architectural heritage and deprive the people of extensive public benefits which derive from the continued presence of the Terminal in its present form.

As for their suggestion by the city that Penn Central use its site now occupied by the Hotel Biltmore for the skyscrapers, Fred Rover, an assistant vice president of Penn Central, says: "Why should we do that? We're now making $1.8 million a year from the Biltmore. Why should we knock it down?"

Whatever Justice Saypol decides, an appeal by the loser is a certainty—and the case could wind up eventually in the U.S. Supreme Court.

PHOTOGRAPHS OF THE MONTH

Cumbres & Toltec Scenic R.R. 2-8-2 No. 484 takes water at Cumbres plug on first revenue trip for colorful narrow-gage line, June '71.

Robert L. Hogan, 2250 Pelham Pla., Oakland, Calif. 94611

Mary Ellen Bundschu of Ft. Myers, Fla., watches Seaboard Coast Line's Silver Star at Clearwater, April, '71.

William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

Robert W. Streich, 679 Saginaw Ave., Calumet City, Ill. 60409

Rock Island Quad Cities train #6-8 shown crossing the Santa Fe and Gulf, Mobile & Ohio diamond at Joliet, Ill., April, 1972. Sue Liceaga, railfanette, has travel ideas, as Denver & Rio Grande Western dome Big Ben approaches on train.

Eastbound Milwaukee Road freight crosses Mississippi River bridge at Sabula, Iowa, on its way to Savanna, Ill., yard.

CMSt.P&P photo by Rod Clark

Portrait of a clear board. Eagle eye highballing a fast freight train has open track ahead here at Milwaukee's Elkin, Ill., station signal tower.

CMSt.P&P photo by Rod Clark

Study of steam in black and white on narrow-gage Cumbres & Toltec Scenic R.R. loco at Chama, N.M.

Buddy Mays, Box 44, Truth or Consequences, N.M. 87901

Chicago & Alton's Ann Rutledge approaching Granite City, Ill., many years ago.

Photograph by late Lucius Beebe

Switching Locos Named for Women

Ever hear of switching locomotives carrying names of gals? East Erie Commercial Railroad, Erie, Pa., is the latest example of women's lib. (l to r) Jill Smith, No. 20, named for wife of railroad's president, who was a clerk on B&O, June Bovess, No. 18, is an accountant, and Ida Bamberg, No. 17, an auditor, for the railroad. The innovation has been well received.

East Erie Commercial Railroad, P.O. Box 7305, Erie, Pa. 16510

THE EDITOR'S WAYBILL

by Freeman Hubbard

FOR MANY YEARS, the Baldwin Locomotive Works occupied a vast acreage in mid-Philadelphia on the main street, Broad, at the corner of Spring Garden Street. It stayed there while I was attending the Philadelphia Central High School, only a few hundred yards away—the only high school in America, so far as I know, that ever gave college degrees to its graduates.

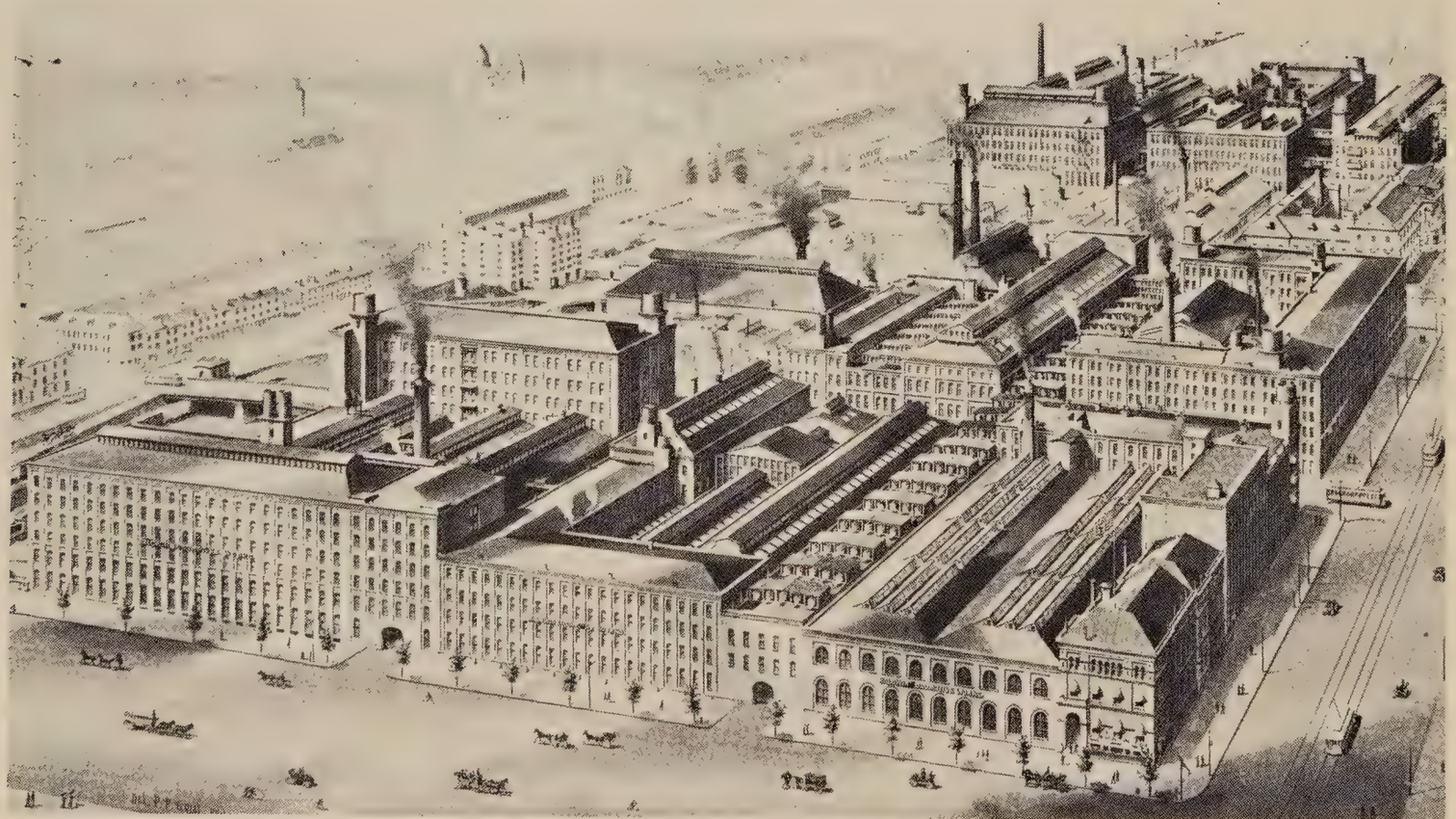
On the small traffic island that separated the east- and westbound lanes on Spring Garden Street stood a life-size bronze statue of the great steam locomotive builder, Matthias William Baldwin (1796-1866), and I passed it every morning and afternoon on my way to and from high school. Often I would peer into the mysterious, smoky, ear-splitting caverns of the plant in which locomotives were built or sneak inside to watch and listen to the creation of motive power for railroads all over the globe. It was a thrilling experience for a schoolboy.

I remember, too, when the Baldwin employes went on strike. They lined up solidly, I don't know how many hundreds of them, to march along Broad Street, the route of Philadelphia's major parades. City authorities, fearing violence, had refused to issue a permit for the parade. The angry Baldwin men were determined to march anyhow. I stood on a sidewalk near my school watching the confrontation. Locomotive builders stretched from curb to curb across the city's widest thoroughfare. Opposite them, less than a block away, the bluecoated, helmeted police likewise were massed from curb to curb.

Defiantly, the labor force began to parade, holding a perfect formation. The bluecoats clutched their clubs in readiness. From all indications, there was going to be a riot. As the two lines of grim, resolute men slowly neared each other I held my breath, wishing I had a camera. The lines came together—almost. But instead of engaging in combat, the strikers broke and scattered. I heaved a deep sigh, resumed normal breathing, and walked around the corner to enter my high school. . . .

Mr. Baldwin built his first engine, *Old Ironsides,* in Philadelphia for a predecessor of the Philadelphia & Reading Railway in 1832, and thereafter the construcion of Baldwin locos was kept up in the same city for 96 years. During World War I, when the Baldwin Locomotive Works shipped out as many as ten engines a day, the company had some 22,000 employes. Meanwhile, in 1903, due to the increase in business, they moved their official headquarters—but not the huge plant—to Eddystone, Pa., a suburb of Philadelphia in Delaware County.

Then in 1928, years after I graduated from high school, the entire Baldwin plant, which was still turning out steam power on a big scale, left its native city and relocated in Eddystone. It was one of the most stupendous moving jobs in the annals of American industry. At that time, I understand, tons of records and other material were thrown out—including much railroadiana that historians and fans would have treasured. I never saw the Eddystone plant; but on the very day I began to work as a reporter on a Philadelphia newspaper a disastrous explosion rocked the Baldwin works and I was sent to cover a nearby hos-



Old drawing of Baldwin Locomotive Works, Philadelphia. Your editor's high school was a few hundred yards to the right.

pital, to which some of the victims had been taken, as one phase of the story. That close contact with the dead and dying and the men badly injured was the toughest journalistic job I have ever had. It was especially harrowing because I was then only a cub reporter.

I don't know when the traffic island in the middle of Spring Garden Street was eliminated to make more space for the rapid increase in motor vehicles. The old bronze monument to Matthias Baldwin that used to be so familiar to me was moved to Eddystone and set on a granite pedestal in front of the main entrance to the new plant.

Another demolition was my former high school. Today, not even a small metal plaque marks the old site of the greatest locomotive works or the foremost high school in the land.

Baldwin steam locomotives powered the first trains in Brazil and Japan. They pulled passengers over the Rockies on the Pikes Peak Railroad and across Russia on the Trans-Siberian Railway.

During World War II, while I was editing *Railroad Magazine,* the Baldwin Works at Eddystone turned out Army tank hulls, ships' propellers, and many types of weaponry, all of which lacked the nostalgic appeal of steam locomotives. In mid-1946 I left the *Railroad* staff to spend more than seven years at free-lance writing; and in 1950 Baldwin merged with Lima-Hamilton, which in itself was a consolidation of two other once-famous locomotive companies. At that time LH was the third largest manufacturer of earth-moving machinery and the leading maker of large mechanical presses. Then in the mid-1960's, ignoring still further its great steam locomotive tradition, BLH merged with Armour & Company.

Last April, the over-extended corporation closed its doors, attributing its failure to foreign competition and a slump in the heavy capital goods industry. The Baldwin-Lima-Hamilton plant was then sprawled over 488 acres, straddling Chester Pike and the industrial highway between Simpson Street and Sellers Avenue; but its work force had dwindled to 1,200. In August a great many tons of heavy machinery—which had once represented work, sweat, and pay checks for thousands of employes—were sold at auction, mostly to scrap-metal buyers.

That was just 140 years after Matthias Baldwin, building *Old Ironsides,* laid the basis for a locomotive business which he may have thought would last forever.

"Old Glory," said to be world's biggest indoor flag, has been taken temporarily from Grand Central Terminal.

DID YOU EVER see the giant-size American flag in the concourse of New York's Grand Central Terminal, a short block from our office? It is, we are told, the world's largest indoor flag. The other day, while walking through the Terminal, we noticed that Old Glory was gone. We wondered if it had been removed to make more space for the ugly ads and concessions which in recent years have downgraded GCT. Our associate editor, Gorton T. H. Wilbur wrote to Governor Rockefeller about it. The Governor sent his letter to William J. Ronan, chairman of the Metropolitan Transit Authority, who replied:

Prior to 1959 this flag hung over the passageway between the main concourse and waiting room. It was moved to the west wall of the concourse at the time the Big Ben clock was erected, and the windows behind it were painted black.

The grandeur and beauty of Grand Central have been lost in recent years, due to the cutback in maintenance and the haphazard encroachment of advertising and concessions. The Authority, working through Penn Central, is undertaking to improve this image. Our program includes cleaning the years of accumulated grime from the walls and floors. Removal of the flag and the black paint from the windows has let new light into a formerly dark corner of the station. The flag is presently being cleaned and upon its return will be installed in an appropriate location.

THERE'S SOMETHING to think about in this condensed excerpt from a paperbacked book I have just read, *The Night Country,* by Loren Eiseley (Scribner's, New York, $1.45). I like to quote odd bits of railroadiana.

Not long ago I overheard a statement from a ragged derelict which would have been out of place in any age except, perhaps, that of the Roman twilight or our own time. . .

I had come into the smoking compartment of a train at midnight, out of the tumult of a New York weekend. As I settled into a corner I noticed a man with a paper sack a few seats beyond me. He was meager of flesh and his cheeks had already taken on the molding of the skull beneath them. His threadbare clothing suggested that his remaining possessions were contained in the sack poised on his knees. His eyes were closed, his head flung back. He drowsed either from exhaustion or liquor, or both. In that city at midnight there were many like him.

By degrees the train filled and took its way into the dark. After a time the door opened and the conductor shouldered his way in, demanding tickets . . . Slowly the man opened his eyes, a dead man's eyes. Slowly a sticklike arm reached down and fumbled in his pocket, producing a roll of bills.

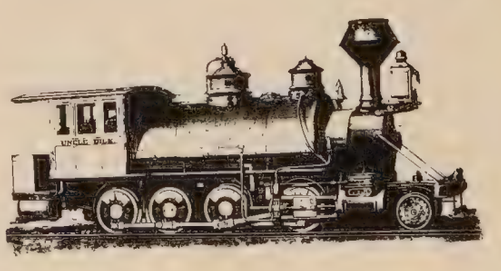
"Give me," he said then, and his voice held the croak of a raven in a churchyard, "give me a ticket to wherever it is."

The conductor groped, stunned, over the bills. The dead eyes closed. The trainman's hastily produced list of stations had no effect. Obviously disliking this role of Charon, he selected the price to Philadelphia, thrust the remaining bills into the derelict's indifferent hand, and departed. I looked around. People had returned to their papers, or were they only feigning?

In a single sentence that cadaverous individual had epitomized modern time as opposed to Christian time and in the same breath had pronounced the destination of the modern world . . . In a single poignant expression this shabby creature on a midnight express train had personalized the terror of an open-ended universe.

All the way to Philadelphia I fumbled over my seat check and restudied it doubtfully. It no longer seemed to mean what it indicated. As I left the train I passed the bearer of the message. He slept on, the small brown sack held tightly in his lap. Somewhere down the line the scene would be endlessly repeated. Was he waiting for some final conductor to say, "This is the place," at a dark station?

THE NEXT issue of the *Waybill* will dig into our old correspondence files and print a few personal letters received years ago from some of *Railroad*'s best-known authors. Their comments are interesting.

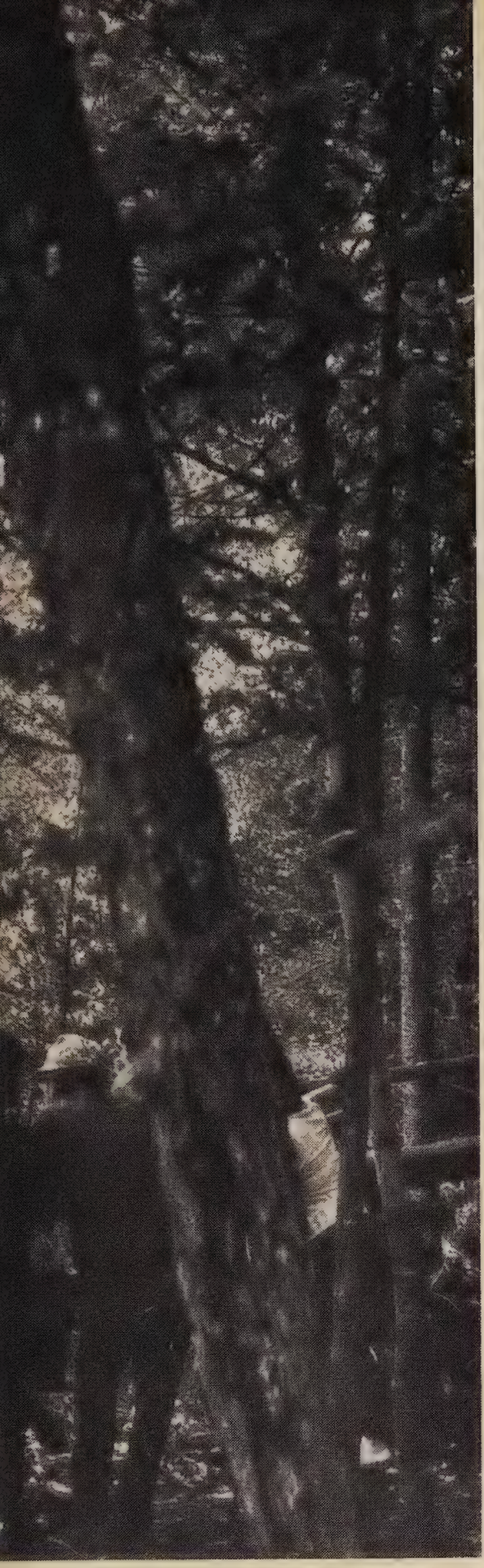


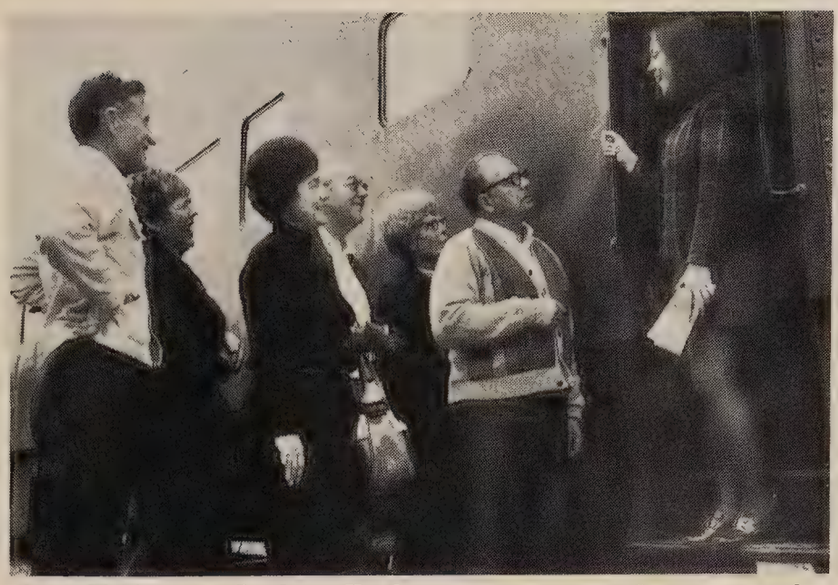
William McLean, 902 Rose Ave., Ann Arbor, Mich. 48104

OUR destination was the Agawa Canyon, 114 miles north of Sault Ste. Marie, Ontario. My wife and I were taking a trip on the 296-mile Algoma Central Railway, which runs north and south between the Soo, as Sault Ste. Marie is known locally, and Hearst, Ontario, where it joins the Canadian National. This run has been termed "one of the last great, romantic train rides left in North America." Such publicity blurbs usually promise more than they can deliver, but not this time.

Algoma Central is primarily a freight-hauler but has always carried some people in the bush country it serves, beginning with lumberjacks, prospectors, miners, and trappers. Shortly after World War II it expanded its passenger service, mostly for the benefit of sportsmen interested in hunting and fishing. Anyone riding an Algoma Central train has the rare privilege of getting on or off anywhere along the line.

Then in the late 1950's, with increasing pay checks and more leisure time, people began going more and more into the wilderness on vacation





(left) Halfway up Lookout Trail, passengers pause for a rest and a good view of the tour train, Agawa River, and wilderness. (top) Pat Bock, tour hostess, welcomes passengers aboard Algoma Central's Agawa Canyon cars for the 114-mile trip out of Sault Ste. Marie.

ALGOMA CENTRAL TOUR

Text and Photos by William McLean

trips, and the railway put on a daily tour train from mid-May to October in addition to its regular schedule. In 1957 over 2,000 persons rode AC.

By 1969 this number had risen to 29,000 and to more than 35,000 in 1970. For the 1972 season Algoma Central added six tour coaches to the 19 already in operation to handle an enormous influx of travelers.

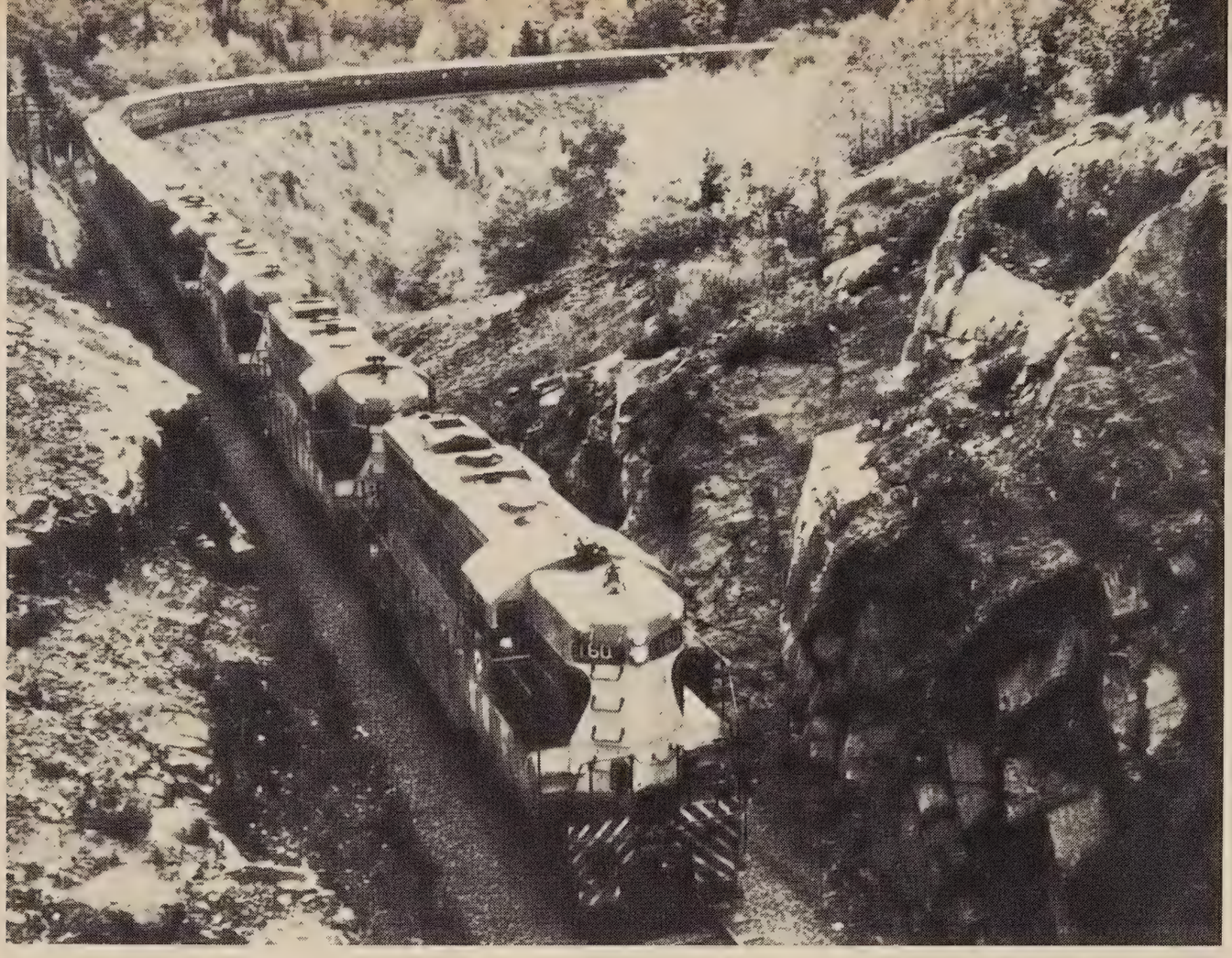
When it was decided to give tourists a taste of wilderness via rail, one place seemed a natural destination. At Mile 114, the roadbed passes through a deep gorge cut by the Agawa River in the pre-Cambrian rock of the Laurentian Shield. Sheer rock walls tower on all sides. The Agawa River—particularly in spring and fall—boils through the canyon in leaping torrents of white water. Trout fishing is just a fly-cast or two from the railway. Best of all is the isolation: no highway runs into Agawa Canyon. Miles and miles of beautiful virgin forest stretch away on all sides, a wild, untamed land, untouched almost since the last Ice Age.

Workers hacked a park out of the spruce-balsam forest along the Agawa River, complete with picnic tables, fireplaces, playground equipment, restrooms, a lookout trail, and four permanent buildings. Two sidings were built to accommodate the tour cars during switching.

It was a bright morning last summer when our train eased out of Bruce Street station in Sault Ste. Marie and headed for Agawa Canyon. Engine No. 160, the lead GP-7, blasted its air horn and we got going. As we picked up speed, a pleasant female voice welcomed us aboard, over the coach's PA system. The company provides tour hostesses who chat with passengers and announce points of scenic or historic interest along the way.

Just after we had cleared the station, our hostess directed attention to the Soo waterfront, with Great Lakes ore freighters and ships from many foreign ports tied up at the wharves. Beyond lay the mighty Soo locks, connecting lakes Huron and Superior. Each year, more tonnage passes through the Soo locks than through the Suez (when it's operating) and Panama canals *combined.* Some of this cargo is hauled in Algoma Central's own fleet of four bulk carriers and four self-unloaders. The International Bridge, which joins the Soo to Michigan's upper peninsula, arches gracefully over the locks, adding steely emphasis to this panorama of engineering achievement.

In less than a mile, we passed the Abitibi Paper Company. Great stacks of pulpwood stood outside the mill in the summer heat, hauled down by ACR from the North. Another half-mile brought us in sight of Algoma Steel Company's mills and smokestacks. Again, we saw evidence of the



Loco No. 160 leads three other GP7's through one of many deep cuts on the Algoma Central wilderness run.

vital role that ACR plays in the region's economy, in the mountains of iron ore waiting to be transformed into steel.

Just beyond the yard limits you find a sudden transformation. Saulte Ste. Marie is a thriving industrial city of some 75,000 inhabitants. You might expect a city this size to be surrounded by a drab array of warehouses, factories, and junk yards. It isn't. Right outside the city, the train passes instantly from metropolis to forest. True, the big woods in the immediate Soo area are second-growth timber: this land was logged off decades ago. But in the past half-century the forest has returned and now it's being harvested under sustained conditions.

It took fifteen years and a lot of money to build the rail line through this rugged country. Construction started in 1899 and the first train didn't roll all the way through until 1914. Steep grades, deep cuts, and long, high trestles fill the entire 296 miles—a railfan's delight. At Mile 92, to cite just one example, the single track curves over the Montreal River on a trestle 1,550 feet long and 130 feet high. Virtually the entire train is visible out of your coach window as it snakes slowly across this remarkable structure.

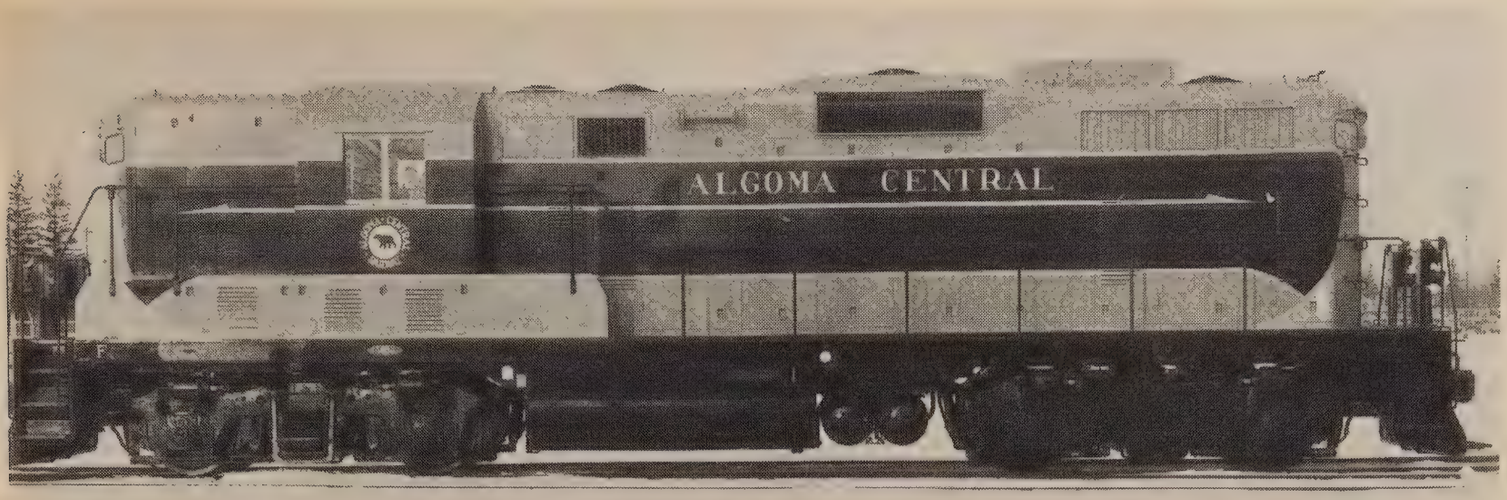
The clear blue of isolated lakes frequently varies the seemingly endless green of the forest. Many lakes have Algonquian names, reminders of the region's Indian heritage: Lake Achigan at Mile 43, for example, or Ogidaki Lake at Mile 48. In this region, Longfellow collected Indian lore for *The Song of Hiawatha.* When you catch a glimpse of Lake Superior out the window of an ACR coach, you know what he meant by the term "shining big sea water." Private cottages and lodges dot some of the lake shores. Algoma Central leases cabin sites in the vast tracts of company land along its right-of-way. But they are few and far between, and the railway is their sole link to the outside world.

Our hostess said it wasn't unusual for a 6000-ton train to be forced to a standstill by a handsome bull moose standing with lowered antlers on the tracks. At Mile 102, precisely on time at 10:46, we began the 500-foot descent in twelve miles into Agawa Canyon. Rolling down to the sparkling Agawa River, we passed spectacular waterfalls before the train halted on the canyon siding. After the tour cars had been cut off, the locos went on north to Hearst. The four GP-7's looked a bit too hefty as they pulled out with a single coach and baggage car.

Incidentally, Algoma Central's loco fleet includes 21 GP-7's, each with 1500 hp, numbered 150 to 170 inclusive; two GP-9's, both 1750 hp, numbered 171 and 172; and three SD-40's, with 3000 hp, numbered 180 to 182 inclusive. All were built by General Motors. Yard switching chores are handled by two SW-8 switchers. Rolling stock includes 25 coaches, 1,957 freight cars, three diners, and seven combines. The equipment is rounded out by 19 cabooses and 119 work units.

My wife and I strolled on our train back through the coaches to pick up two box lunches. The diner is more like a chrome-and-formica highway cafe than the traditional railroad dining car, but it does offer excellent breakfasts, snacks, cold drinks, and picnic lunches. No liquor is served. After getting box lunches, we walked over to a picnic table in the park to enjoy the fresh air and scenery while eating.

Later on, we joined several other



No. 150, one of Algoma Central's 21 GP7's built by General Motors, Ltd., in Soo yards. ACR equipment is kept immaculate.

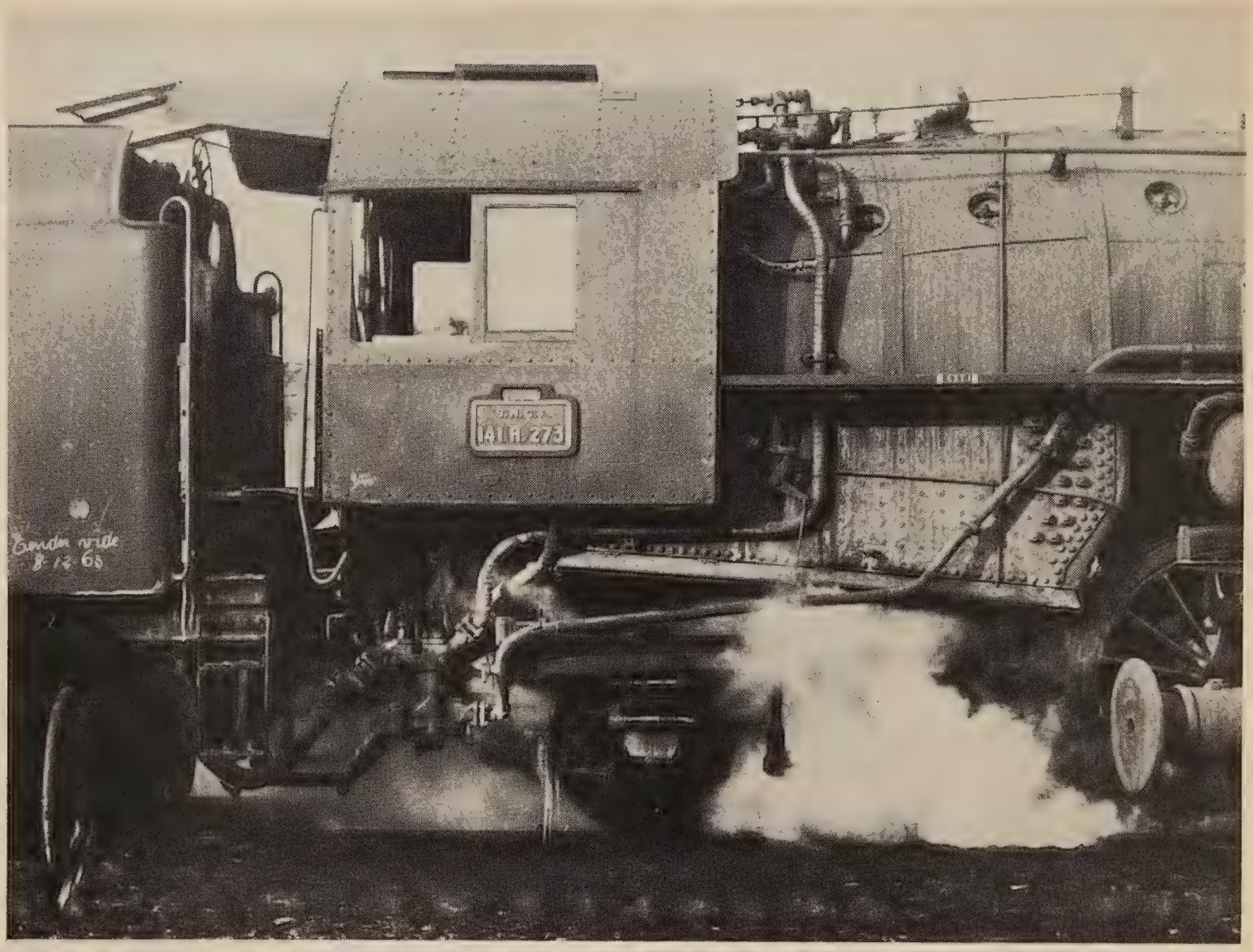
railfans in a hike up Lookout Trail to the canyon rim. The view is superb. Miles and miles of mini-mountains stretch north and south, east and west. Cedar swamps fill the lowlands, while spruce, balsam fir, and aspen grow further up the slopes. Here and there you see a clump of paper birch adding a touch of pure white to an almost totally green expanse. Giant maples top the high ridges—and you suddenly realize why Canadians chose the leaf of this tree as their national symbol. Through it all winds the swift Agawa River, with the railway running beside it. Several tributaries tumble into the canyon, swelling the Agawa with their own cascades of sparkling fresh water.

Occasionally, the voices of children playing on the swings and teeter-totters drifted up to us, but mostly there was silence—no sound but wind whispering through the spruces, and the hushed voices of railfans pointing out suddenly discovered vistas to each other. The most impressive feature of a genuine wilderness is the absence of noises you hear in civilization. If it's not too windy, the silence is almost eerie. You listen to a tree branch groaning occasionally in a stray breeze or the insistent chirping of a black-capped chickadee, but that's about all. Most people find the silence pleasing, especially after they get used to it.

The cool summer breezes blowing in from Lake Superior are virtually devoid of pollution, carrying the scent of balsam and pine needles. This is how it must have been in those long-ago days before automobiles, factories, and power plants. But the call of an air horn away up the track forced us to leave. Reluctantly, we hurried down to the canyon floor, just as the southbound train pulled in with six ore cars. Switching took only a few minutes. By 1:15 our mixed train was straining back up that steep grade toward the Soo.

Promptly at 5 p.m. we rolled back into Bruce Street station in busy Sault Ste. Marie. At an average speed of just under thirty miles per hour, the entire trip had taken only ten hours. But we felt it had been much longer. It seemed like traveling into the remote past and then returning magically to the bustling present—all in less than a day. In this materialistic age of diesels and computers, much romance has vanished from railroading, but not from the Algoma Central. ●

Passengers detrain from cut-off coaches at ACR's park in Agawa Canyon. Many enjoy picnics or roaming before heading back.



SNCF 2-8-2 No. 141 R. 273 at Saareguemines, France, engine terminal. Author drove this class on his final steam run.
Peter Jensen, Box 259, Montclair, N.J.

MY LAST STEAM RUN

by Serge Vitry

Translated by Dan Behrman

THE 29TH of November in 1971 started like any normal day. According to my journal, we made two barrels of cider that day with apples from the orchard at our home in Amilly, France, 69 miles southeast of Paris on the main line to Clermont-Ferrand. Being a locomotive engineer, I had come in from Nevers during the night with a freight. We were late and couldn't make up the time that the other crew had lost. I got to bed at three in the morning but was up at seven.

The portable cider press might turn up behind its tractor outside my home at any time of the day as it went the rounds of the countryside. In making cider as in running locomotives, it's better to wait than to make others wait. Here is how my journal for that day reads:

5 p.m.: All the apples have been pressed. Mess gear prepared with food for the road and packed away in my big leather bag. Bag stowed on my bicycle; 2½ miles to pedal to the engine terminal. Some good runs in store: 31 miles to Montargis-Moret with a freight; then Moret-Nevers, 118 miles, with a fast freight, no stops. Not as many cars as a few years ago when it was our crack train, 45 or 50 cars, 700 or 800 tons.

6:30 p.m.: Took over a diesel for the first run to Moret. An hour of switching in the station, then waited to start.

7:50 p.m.: Pulled out for Moret. Easy run, nothing in the way of grades, a bit of fog. It was good to be sitting up in the pulpit of the diesel; I had been on my feet all day long.

9:00 p.m.: Arrived at Moret, filled the fuel tanks. The watchman said I was going out on 141R 584. I didn't mind a steam engine; was wearing my blue work-clothes.

9:30 p.m.: Ate supper in a hurry at the far corner of the big room in the station dormitory. There at the table I

met my fireman, a big husky fellow. I knew him just slightly. He said he had been on the road only since the beginning of summer. That didn't bother me, I said I had started the same way and we always made it home.

10 p.m.: Began to get ready. The lubrication cups were empty. No oil at all on the engine. Ran back to get a supply. Meanwhile, my fireman was on the job. Cleaned the fire, tested the water pump and the injector—everything you have to do before you leave town so you won't get into trouble on the road. When he started the stoker I didn't like the sound of its screw. No doubt about it, that was a bad-order screw.

10:30 p.m.: I hurried up to the watchman to get a change of engines. Phoned the head office. The answer: no other engine available for that fast freight; fire her by hand. I said it's a long run from Montargis to Nevers, especially with a fireman who had no experience in hand-firing. Even so, I was ordered to pull out. Then I phoned Montargis for another engine. Again the reply: fire her by hand. True, this wasn't the first time in 25 years that I would pull out with a bad locomotive, but never before from an engine terminal. Not often do they send you out with a machine needing repairs.

11:05 p.m.: We had 600 tons. I built up the corners and the heel of the fire the way we used to do it on hand-fired power. A bright hot fire. I decided to take her to Montargis to see how we'd make out. A slow start so as not to spin the drivers. And we were off. I worked the throttle on the grades, I kept her at 50 miles an hour and she loved it. The stations ran by swiftly and the fog lifted.

11:50 p.m.: Arrived in Montargis on time. Needed water. Steaming well; we even popped the safety valve. Took on water. I dumped part of the forward grate that I had crammed a little too hard.

12:04 a.m.: Left Montargis; 83 miles to go. No scheduled stops and more uphill than down. We were heading toward Auvergne and the mountains. I told the fireman I'd fire her until we got to Gien. We were climbing a 20-mile grade where we wouldn't have a chance if we ever lost pressure. The fireman stood in the cab, dead-tired. I assured him that everything was okay. We had a good setting on the water pump. Pressure stayed at 215 pounds and the needle on the water gage hovered right where it belonged. As we rolled by the house of a grade-crossing attendant, I thought how happy people must be to see a steam train go by. If they only knew what went on in the cab at times!

12:35 a.m.: Made the grade; arrived in Gien on time. The night express would not be held up and pulled out of Montargis. The fireman took over and I had a break. Even though I had taken off my jacket, my shirt was wet with sweat.

12:51 a.m.: Going through Bonny-sur-Loire. The needle on the pressure gage kept leaning toward my side of the cab. (Remember, we run left in France.) I took the shovel again and raked over the four sections of the grate, shaking down the fire wherever it was uneven. Slowly, the needle went back to 215 pounds where it belonged. Tore through Cosne for all we were worth. Now the hills of Morvan. A pea-soup fog. Couldn't see a thing, just the signals. The generator was acting up. Cab lights kept dimming, then brightening. We got the two emergency running lights ready in case of a breakdown. At Pouilly, a short downhill stretch enabled us to build up pressure with the throttle closed and blower wide open so that we could take on the La Charité grade. The pressure rose again; we were on time, both of us sweating.

1:28 a.m.: Arrived at La Charité. The generator gave up the ghost; no lights at all. We had to stop to put a light on the front end. The station superintendent came out to see why we were roosting there. As soon as we were out, we knew that Nevers would be told why we had lost a few minutes. Now I tried to make up the time we had lost. Throttle wide open, reverse lever all the way forward. But the distance was too short. Besides, the fire was getting dirty. We could see the first lights of Nevers and we slowed for yard signals.

1:53 a.m.: Stopped at Nevers station. Five minutes late. We were bushed. We had made it, but I hate to think what we looked like. Both of us black, with coal dust sticking to the sweat. We put the engine away and cleaned the fire. I asked permission not to fill the tender because of the broken stoker screw. The next day, after the engine had been repaired and coaled, I learned that we had burned five tons between 11:30 p.m. and 2 a.m. We had moved them all by hand! Before we separated, I told the assistant foreman that when I made out my engine report I would ask a bonus for the fireman. It was a good report, but he never got a bonus.

That was the last steam train I ever ran. I tried to work the way I had always worked with a fireman, the two of us as a team. I wanted to see if I could still move coal by the ton with a shovel. I knew that behind us were an express train, two fast freights, and a slow freight. We couldn't see a thing. It's hard to work the fire and then look outside into the night. And that, as I said, was my last run on a steam locomotive. ●

Elmer Treloar, 101 California St., Highland Park, Mich. 48203

***C'est bon, oui*? Eastbound SNCF train crossing Chaumont viaduct, Chaumont, France, Aug. '68, gives countryside view.**

PASSENGER TRAIN SURVEY

AFTER ignoring passenger trains for several decades, many residents of the West Coast are beginning to rediscover them. This past summer in the San Francisco Bay area, for example, rail passenger business has risen 20 percent over the summer of 1971, reports R. M. Jochner, the Southern Pacific official who is Amtrak's general manager for the area. This is a strange admission coming from anyone connected with the SP, whose management is dead set against carrying any more riders than it has to.

"The main reasons for the increase," he says, "are that Amtrak is now offering more service and most of our cars have been refurbished, although doing so took a lot longer than we expected. The *San Francisco Zephyr* between here and Chicago now runs daily. Last year it ran only three times a week. There is an even bigger increase of customers on the *Shasta Daylight,* which still runs only three times a week north from Oakland to Portland and Seattle and just recently has been extended to Vancouver, B.C."

The *Daylight* has been packing them in since June 11th, when fares were cut 20 percent and family fare combinations were offered. The *Daylight* now carries an average of 350 people on each trip, compared with 80 a year ago. Dining-car menus have been expanded and some food prices have been lowered.

In southern California other factors enter into the picture, Ward Musick, Amtrak's regional manager at San Diego, says: "About every other call we get is from people who want to cancel air reservations, and go by rail. The public is conscious of skyjacking."

But in northern California, where trains also are becoming more popular, passenger agent Robert E. Sorrell finds relatively few cases of travelers switching from the airplane. Ticket agent Phil Holdom says: "What's really happening, I think, is that people want to discover the countryside. They've been living at such a fast pace that they now desire to slow down, to enjoy their leisure time."

The jump in rail passenger service has caught Amtrak a bit short, according to Holdom, so much so that it is not unusual for information phones to go unanswered for several minutes. He is convinced that many Americans who have toured Europe and Japan and ridden in fine trains overseas want to try out Amtrak's improvements. They used to return from those trips saying, "I wish we had such trains here." Holden adds: "Well, I believe we are achieving that kind of service."

Still further north, Burlington Northern ticket agents are advising people who plan to travel eastward from Spokane, Wash., to make reservations on either coaches or sleepers for at least a week ahead of departure time. The demand for space on that route is lagging far behind the supply. This situation is a paradox, since customers have been hearing reports that the Amtrak program across the nation is losing money.

"Because of the heightened demand, we just can't get all the equipment we need—not yet anyhow," says a Spokane brass collar who prefers to be anonymous because he isn't an Amtrak official. "In the old days we used to have four daily trains running through here on two different roads. That made a total of 20 to 24 coaches available each day. Now there is only one train daily, with four coaches and three sleeping cars. Another one the same size runs three times weekly, so altogether there's maybe 40 percent of the seats that there used to be."

In the East, Amtrak has restored passenger service between New York City and Montreal. It chose a route through three New England states rather than upstate New York, maybe because the Connecticut Valley route, which includes New Haven, Hartford, and Springfield, has potentially more passengers.

Naturally, upstate New Yorkers are unhappy at being bypassed. "In my opinion," comments Representative Carleton J. King, a Republican of that area, "Amtrak officials counted the number of U.S. Senators in the New England states and the number of Congressmen there and made the politically expedient decision. Since the Upstate New York route would be shorter, less time-consuming, and cheaper to operate, they must have yielded to political pressure."

On October first, a second *Turbo Train* began operating between New York City and Boston.

MEANWHILE, the old-fashioned railroad excursion has not only been revived by Amtrak but, to quote an Associated Press writer, "it's going like crazy." An Amtrak spokesman says: "We sell out almost every seat on all excursions. The only thing that keeps us from selling more is lack of cars."

Amtrak offers a wide variety of tours, from a one-day jaunt between New York and Washington for half the usual fare, to a 15-day Chicago-Los Angeles trip. The latter has a return via San Francisco and Reno and costs 20 percent less than regular rail fare.

Longer tours are generally offered by Amtrak in cooperation with tour operators which arrange for meals, hotels, and sightseeing buses, while Amtrak furnishes the trains. These are sold for an all-inclusive price, making it difficult to say just how much is for the rail passage itself.

Another Amtrak innovation is a rail tour to Florida, including a rental car for seven days. The compact car is included with the purchase of three train tickets. Four tickets will get you a full-size car for the same one-week period. It can be picked up at any of five Florida cities and returned to any of the others.

Unlike the old-time rail excursions, many of the longer ones can be started on any day. There is enough traffic so a traveler will always find some other tour passengers on the train, enough to justify buses and escorted sightseeing tours at stopping places.

"As soon as one comes out of the shop after being fixed up," the spokesman declares, "another one goes in. That means we never have any increase in the fleet."

Some large tour operators have solved the shortage problem by buying and maintaining their own cars or even whole trains and paying Amtrak a mileage rate for hauling them. (*Ed. note*: We thank Bill Kessel, Hamburg, N.Y., and L. P. Cummings, Lancaster, Pa., for supplying some of this news.)

THE PENTAGON is often singled out as an over-bloated tax-eater, but there are many others. For example, the Federal motor highway system, by the time it is finished in the late 1970's, will have consumed $76.3 *billion.* Meanwhile, mass-transportation systems that could move people more efficiently have been starved for funds.

In the Washington, D.C., area, the National Association of Railroad Passengers has been unable to interest any Governmental unit in a proposal to scrape up $17.4 million to improve passenger service to the city's suburbs. Yet the Federal Government is spending $53.5 million to build slightly more than a mile of road just south of the city! Amtrak has made some improvements in rail service but, according to Joseph Vranich, executive director of NARP, may suffer an early death unless it is given more leadership support from the White House.

Vranich charges that four members of Amtrak's 11-man board of directors are distinguished mainly "by an absence of dedication to the cause of modern rail passenger service, by lack of knowledge and experience with railroading, and by absolute loyalty to the White House."

He identifies the men as John J. Gilhooley, president of the nation's third largest bus company, Transport of New Jersey; Louis W. Menk, chairman of the Burlington Northern; William H. Moore, president of Penn Central; and William J. Quinn, chairman of the Milwaukee Road.

MEMORIES of a famous train are recalled by Dick Hudson of Wilmington, Dela., in the monthly *Mutual Magazine*, issued for Penn Central employes. "Last April," Dick writes," the Jersey Central abandoned all their lines in Pennsylvania. Regular CNJ passenger service in that state ended in the late sixties when the old *Queen of the Valley* made its final run to Bethlehem-Allentown. Back in the heyday of railroading, the *Queen* carried a diner, a lounge, and a sleeper-parlor car on its run between Jersey City and Harrisburg via Bethlehem, Allentown, Reading, Lebanon, and Hershey, Pa. That train, along with others, ran over the Jersey Central to Allentown and then on the Reading Company lines through Reading, Pa. The last train into Bethlehem was a modest two-car RDC."

PASSENGERS on Jersey Central and Penn Central trains regularly encountered delays at the Raritan River bridge of the New York & Long Branch Railroad for 2½ years, but this situation has been ended by bridge repairs costing $300,000. A 15-mph speed limit had been in effect ever since early February, 1970, when a Coast Guard barge hit the bridge and knocked it out of alignment. The slow order held up all trains three to five minutes. Adverse weather conditions plus another damaging collision delayed the repair job, which included rebuilding pier caps and bridge seats and shifting the entire span three inches up-river to restore the alignment.

TWICE daily, thousands of commuters ride trains on Penn Central's Harlem Division between White Plains, N.Y., and Grand Central Terminal in New York City and grumble about the poor service. A certain passenger, Milton Machlin of Lakeville, Conn., finally reached the breaking point and did more than complain. Milt is an explorer, an author, and the editor of *Argosy*, one of the three monthly magazines put out by *Railroad's* publisher. (The third one is *Tennis U.S.A.*)

"I've traveled pretty near everywhere in the world," he says, "even in New Guinea, Vietnam, Yucatan, and Haiti, but I regard riding the Penn Central as my most hazardous experience. The air-conditioning apparatus of the train on which I returned home August 25th was not working and I had to stand in 90-degree heat. The combination of heat and inconvenience was too much for me."

Milt refused to pay the $1.65 fare. When the conductor threatened to arrest him, other passengers took sides in the argument, many treating him as the champion of downtrodden commuters. One woman gave him a rose. The conductor made a phone call. At the White Plains station three policemen took Milt off the train and booked him on a charge of "theft of service," a misdemeanor. We're waiting to see what happens when his case comes up.

Another commuter, Dolores Montez, a school teacher, is suing the Metropolitan Transit Authority in N.Y. State Supreme court for having had her arrested and jailed last February 2nd because she lacked part of a $1.45 fare on the Long Island Rail Road. She asks $100,000 damages for the "humiliating experience" at Babylon, New York.

"AN UNUSUAL phase of Southern Railway trains 7 and 8—mixed passenger and piggyback runs between Washington, D.C., and Lynchburg, Va.—is that their conductors, alternating daily on No. 8, are brothers, Oscar L. and Clarence W. Fisher, while the engineer every other day is a third brother, Massie Fisher," writes E. R. Conner III, 315 15th St., Charlottesville, Va. 22903. "Although these trains run today with three hood units and one F, it was the practice from June '71, when the trains were put in operation, until Sept. '71 to use F's and FP's exclusively for motive power. The hood units were put on when it was decided that increased efficiency would result from using No. 8's engines on local freights during the day that elapses before they are dispatched south again from Alexandria on 7."

200 Miles Per Hour?

THE EXPERIMENTAL version of Great Britain's Advanced Passenger Train that the United States has agreed to buy took to the rails recently for a series of slow-speed proving runs. These were necessary to test the four-car train's new gas-turbine engines and its suspension system prior to beginning a major program of track testing.

Although the train, designated "E" (for experimental), will run at a top speed of 155 mph on existing track, it was held to a maximum of 40 during the first trials. Research engineers rode it to monitor the performance of its engines, auxiliary power equipment, and suspension and coach-tilting system, all of which are wired to evaluation instruments carried in the two "passenger" coaches.

Following satisfactory completion of the slow-speed runs, the train will begin its track test. This will include all characteristics—curves, grades, tunnels, together with a straight section for very high-speed runs—to be found on most main lines and thus will provide realistic conditions under which "E" can be tested.

While the new train will run at speeds up to 155 mph on existing inter-city rail routes, it is designed to exceed 200 on special high-speed track. It's an experiment worth watching.

Down by the Depot

CLOSING the Broad Street Station in Richmond, Va., and building a smaller depot elsewhere is a change being considered by Amtrak. Similar action may be taken in other cities also, but at this writing no final decision has been made. When Amtrak took over the operation of America's money-losing train service last year, officials indicated that one area of cost savings might be in station consolidation and the shutdown of outmoded and overly-spacious terminals.

Stuart Shumate, president of the Richmond, Fredericksburg & Potomac, which owns Broad Street Station, notes that it is a much larger facility than is needed today. Only three trains a day each way now use Broad Street, although during World War II some 45 trains rolled through it. The station, which covers 72 acres, was built during World War I. John Russell Pope designed it for a large volume of traffic. RF&P pays the operating costs, debt service, and taxes on it, while Amtrak forks out the salaries of its passenger staff.

A NOSTALGIC and well-written article, "Down by the Station," by William F. Rapp, appears in Vol. 45, No. 1, of *The Quarterly*, published by American Professional Institute, 2344 S. 55th St., Lincoln, Neb. 68506. Dues of the API, $1 a year, include payment for *The Quarterly*. Bill Rapp is an entomologist and editor of the bimonthly *Bulletin* of the Railroad Station Historical Society, 430 Ivy Ave., Crete, Nebraska 68333.

Mike Eagleson

IN SEARCH OF STEAM

READER RAILROAD is folding up! This short line, a favorite of steam enthusiasts, operated farewell fantrips operated out of Reader, Ark., through November, pulled by 2-6-2 No. 108 and 2-8-0 No. 1709. For several years the railroad's president, Tom Long, had been waging a gallant but losing fight to keep the short line going. He was so constantly busy that he turned down several requests by editor Freeman Hubbard to write him up as one of our *Interesting Railfans*. The death blow to his hopes came when the last big shipper —at Waterloo, Ark.—closed its doors. After that there was nothing Tom could do but apply, very reluctantly, to the ICC for permission to abandon the 33-mile "Possum Trot Line." All efforts to sell the road were unavailing.

Tom said: "Our funds are exhausted. I hate to see this railroad vanish completely from the earth. It's like one of my children."

No news yet on what will become of the 108, the 1702, or the stored 2-6-2 No. 11, but I am sure they will be bought for preservation, due to the current high market value of steam locos, particularly serviceable power.

CHESAPEAKE & OHIO 2-8-4 No. 2700, for years on display at Coonskin Park in Charleston, W.Va., was damaged so badly by vandals that scrapping seemed inevitable. But she won't face the blow-torch. Good news comes from our department's most faithful contributor, John B. Corns, 226 Locke Ave., N.W., Massillon, Ohio 44646. John tells me that this prototype example of C&O's Kanahwa type 2-8-4 will have a new home. She has been sold to the St. Albans, W.Va., Fire Fighters Association, Local 1155, for just one dollar. After being towed to the C&O shops at Huntington, W.Va., and given a $4,500 outside overhaul, she will be taken to St. Albans for permanent display.

John Corns also reports that ex-Detroit Edison 0-6-0 No. 202 is being restored on the grounds of the Toledo, Ohio, Water Department for tourist road service on the Toledo, Lake Erie & Western. When operable, she will join ex-C&O 4-6-0 No. 377, class F-11, which is currently being used.

Just recently I visited the TLE&W and observed that its Ten-Wheeler, built in 1902, has pleasing proportions. She emitted very little smoke for photographers, but since she operates in densely built-up territory, that is understandable. Her otherwise classic lines are marred by a fake oil headlight, which the C&O installed for a celebration, not to mention the necessary but unsightly "No Trespassing" signs on her tender. The nice sharp exhaust of the 4-6-0 should please recording enthusiasts. I wish the line extended out into the open country instead of merely passing through the residential streets of Toledo, Ohio.

A SMALL standard-gage 4-4-0 is being sought by Frank Jay Rouse III, 203 Mendon Ave., Pawtucket, R.I. 02861, who is eager to acquire, restore, and preserve such a relic. My advice to Frank is that although I know of several 4-4-0's which haven't been preserved—for example, one in Argentina and two in Peru—these are not standard gage, and he would have to pay exorbitant sums to buy and ship one of them. I suggest that he latch onto another type of steamer, or get associated with a nearby tourist road to learn more about steam locomotives, their restoration, and maintenance, with a view to eventually acquiring one.

As a steam locomotive owner myself, I pass on this tip to all would-be restorers to find out what others have done in this field and what is involved before plunging in. The expense is phenomenal. Some parts must be scrounged around for or made new from scratch. The work is filthy and exhausting. Too often nuts and bolts are frozen tight and rusted on. And when you do manage to free one of

Twilight of Reader. Days dwindle down to a precious few as loco 108 gets a drink at Caney Creek on NRHS Arkansas Railroad club *Farewell Special*, Sept. 10. Rail operations due to halt in late November, '72, when Waterloo refinery closes. On normal operating day loco hauls water car refitted from a tank car for engine.

No complaint from 108. Sue Johnson of Bald Knob, Ark., one of passengers on *Special*, stands by loco during water stop.
Both photos by J. H. Wilson, Reader R.R. conductor, P.O. Box 307, Bryant, Ark. 72022

the engine's parts, you'll probably find them so heavy that you can't lift them.

OLD 97, which had nothing to do with the famous song, recently journeyed by flatcar to Penn Central's yards in Delmar, Delaware, reports Lee Burbage, Box 143, Ocean View, Delaware 19970. This 97 is a Baldwin 2-6-0 from the Mobile & Gulf. Her stack, steam dome, headlight, and builder's plates were removed for transit, lest they be stolen en route, and for clearance.

Built in 1925, the Mogul was used by the U.S. Navy around Bainbridge, Md., before being sold to the M&G in the 1930's. She ran in regular freight service until 1970, when the one-engine road was dieselized. At that time Robert Norcross of the Baltimore, Md., area, bought her for restoration and use in excursion service between West Ocean City, Md., and Berlin, Md., over the former Baltimore, Chesapeake & Atlantic Railway roadbed. The BC&A is now part of Penn Central.

ROYAL HUDSON No. 2839, currently being restored for excursion service by the Atlantic Central Steam Railroad at Bethlehem, Pa., had her boiler washed in September. Work is progressing well. A total boiler inspection and hydrostatic test will be made before winter sets in. After that, and after minor repairs have been completed and approved, the big reassembling job will begin. Barring unforeseen problems, North America's only streamlined Hudson will be pulling trains next season!

STEAM FANS, like myself, who are interested in foreign power, should enjoy a handsome new book, just out: *International Locomotives*, with hard cover and 192 pages, 12x9¼". Facing virtually each page of text matter is a full-page, four-color picture of one or more steam engines from various countries. Nearly all are action shots; some are yard or station scenes. These illustrations consist of paintings by H. M. LeFleming, with descriptive matter by A. E. Durant, edited by J. B Snell. Altogether, 92 large pictures. All engines appear in typical surroundings. After working as a student in the Swindon Works of the Great Western Railway in England, the artist served as inspecting engineer and assistant chief mechanical engineer on the Federated Malay States Railways. The book was put out by Arco Publishing Co., 219 Park Ave. South, New York, N.Y. 10003, to sell at $25. Its jacket painting shows a Union Pacific 4-6-6-4 *Challenger* and a 4-8-8-4 "Big Boy" wheeling a lone string of freight up Sherman Hill in Wyoming.

McCloud River's Prairie No. 25 on Lake Britton bridge on her way to Burney, Calif., in October, 1970.

Photograph by Robert L. Hogan

Pine Creek Railroad Shay No. 6 pulls out of yards on a rainy Sunday late in '71.

Photograph by Bob Morris

UNION PACIFIC shops at Cheyenne, Wyo., have converted gas-turbine fuel tender No. 23 into an auxiliary water tender for operating 4-8-4 type No. 844 on long hauls. The tender is painted black and carries the Maintenance of Way number 907853. Five other UP steamers are stored in Cheyenne for an undisclosed purpose.

HURRICANE *Agnes*, which wrought so much havoc in the Northeast, took its toll on at least one steam locomotive. Ex-Canadian National 2-6-0 No. 89 was en route from the Green Mountain line in Vermont to the Strasburg in Pennsylvania when the flood caught her at Wilkes-Barre, Pa. At that time Linn Moedinger, son of the famous Bill Moedinger, railfan president of the Strasburg, was riding the cab as engine messenger. Linn recalls his harrowing experience of seeing the water rise above No. 89's stack, of filling sandbags, and finally being rescued by rowboat from the second floor of a firehouse. The Strasburg Rail Road plans to restore the 89 to operating condition. L. P. Cummings, 129 Nevin St., Lancaster, Pa., 17603, sent us this news.

A BRAND NEW ENGINE made her first run on September 24th on the Mt. Washington Cog Railway in New Hampshire. That's right, brand new. She was built in the railway's shops by a couple of former Boston & Maine mechanical officers and a New Hampshire farmer-blacksmith. This is the first steamer the road built since 1908.

THE OTHER DAY I visited a new tourist road, the Hocking Valley Scenic Railway at Nelsonville, Ohio. Its motive power is No. 33, a heavy ex-Lake Superior & Ishpeming 2-8-0. She is gigantic for a two-car scenic line and compares in size with a Western Maryland 800 class 2-8-0. I'd like to see some comparative figures on the two designs. The brute's most unusual features are her rare tender booster, her side-mounted bell, and her off-center, pilot-mounted air-pump.

I congratulate the Hocking Valley management for having good taste and modesty not to paint the Consolidation in gaudy tourist colors. The 33 looks as if she's in regular service and doesn't even have white-rimmed drivers. I regret that more steam operators don't follow the Hocking Valley example for an authentic-looking railroad. Much brush overgrowing the right-of-way makes photography difficult. And since the 2-8-0 is so large and powerful for her two ex-Erie Stillwell commuter coaches, she gives off little smoke, because heavy firing is unnecessary.

CASS SCENIC, one of West Virginia's best tourist attractions, has acquired two more steam locos for operation and preservation, locos from Fort Eustis, Va., military railroad. The Army discontinued the use of steam on June 22nd. The larger engine, No. 612 (Baldwin, 1943) is a 2-8-0. In 1969 she pulled a special Army display train which took part in the Golden Spike Centennial in Utah. Aside from that, she had been in continuous use at Fort Eustis. The other engine acquired by Cass Scenic is 0-4-0T No. 714, a small shop switcher that carries her own coal and water without pulling a tender.

No. 714 was built by Porter Locomotive Works at Pittsburgh, Pa., in 1950, and was the last engine outshopped by that company. She served St. Elizabeth's Hospital in Washington, D.C., until 1966, prior to Ft. Eustis.

Both locos were moved to Cass from Virginia on heavy-duty flatcars of the Chesapeake & Ohio, which donated the use of the cars and gratis transportation as their continuing support of the Cass Scenic. No. 612, a conventional "rod" style of engine, is capable of much greater speeds than the old geared Shays normally in Cass service. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

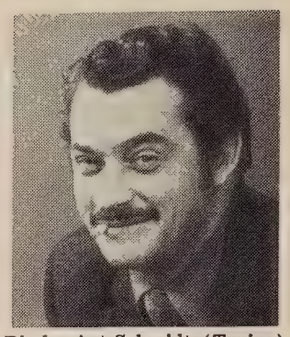
Japanese-built Pacific No. CT282 shoves hard at rear of this Nationalist Chinese express train during spring of 1971. The high-drivered 4-6-2's power most of Taiwan's passenger trains. Women must find the coach's high step a bit of problem.

Richard M. Todd, Box 4052, APO, San Francisco, Calif. 96319

INTERESTING RAILFANS No. 120

JAMES A. NEUBAUER

by FREEMAN HUBBARD



Pic by Art Schmidt (Trains)

"JIM NEUBAUER has a strange right hand; it fits both the rough handle of a No. 5 scoop and a crystal-clear martini glass. He's used to firing 20-mph weekend tourist excursions. One day we got him aboard a 60-mph Southern 2-8-0 in Alabama. After his turn at the scoop, I asked the engineer how he'd done, and the reply was: 'Well, he didn't fall off.'

"Jim also suffers from an inordinate affection for Rock Island steam power, has been known to give learned travel advice on places he's never been, smokes unfiltered cigarettes, ends most conversations with, 'Thank you kindly,' has a disarming smile that sometimes makes you forget that what he's telling you isn't what you wanted to hear, and would have made a great general passenger agent for some also-ran railroad. Across the years, he's done a lot of thankless jobs (tour guide, steam engine fireman, convention salesman, customer complaint man, railfan club trip chairman, and so on) that would have defeated a less positive personality. He is capable of writing a stirring sentence and taking an uncommon photo. It's hard not to like him."

Thus David P. Morgan, editor of *Trains* magazine, sums up his impressions of James A. Neubauer, who works for his employer, the Kalmbach Publishing Company in Milwaukee as sales promotion manager and writer of house ads for *Trains, Model Railroader,* and Kalmbach railroad books, as well as *MR's* how-to-do-it books for modelers. *Railroad Magazine's* editorial staff have always been on friendly terms with the Kalmbach people. I have written up four of them so far in this series, the other three being publisher Al Kalmbach, David Morgan, and Rosemary Entringer, managing editor of *Trains.*

Jim has a deeply-grained desire to please. "I remember his kindness to one of my daughters who collects picture postcards from faraway places," writes Mrs. Donald H. Kotz of Kenosha, Wisconsin. "He must have sent her dozens of cards while he was stationed in Europe." And Lloyd D. Lewis of Huntington, W. Va., whom I once tried unsuccessfully to hire as assistant editor of *Railroad,* tells me: "My first impression of Jim Neubauer was his warm generosity. Two years ago, on a weekend picture-taking jaunt, he put me up for the night in his mother's home in Chicago, although I had met him only once before."

That house was built for Jim's mother, Mrs. Mary Cecelia Goss Neubauer, by our hero's father, Anthony C., a carpenter, since deceased. Jim was born in Chicago on May 6, 1933, and has four brothers and four sisters. Today he is 5 feet 8, with brown eyes and brown hair. He suntans easily and is trying, not so easily, to keep his weight down to a nearly-svelte 180. Here is a transcript of my interview with him:

Freeman Hubbard: Jim, are there any railroaders in your family tree?

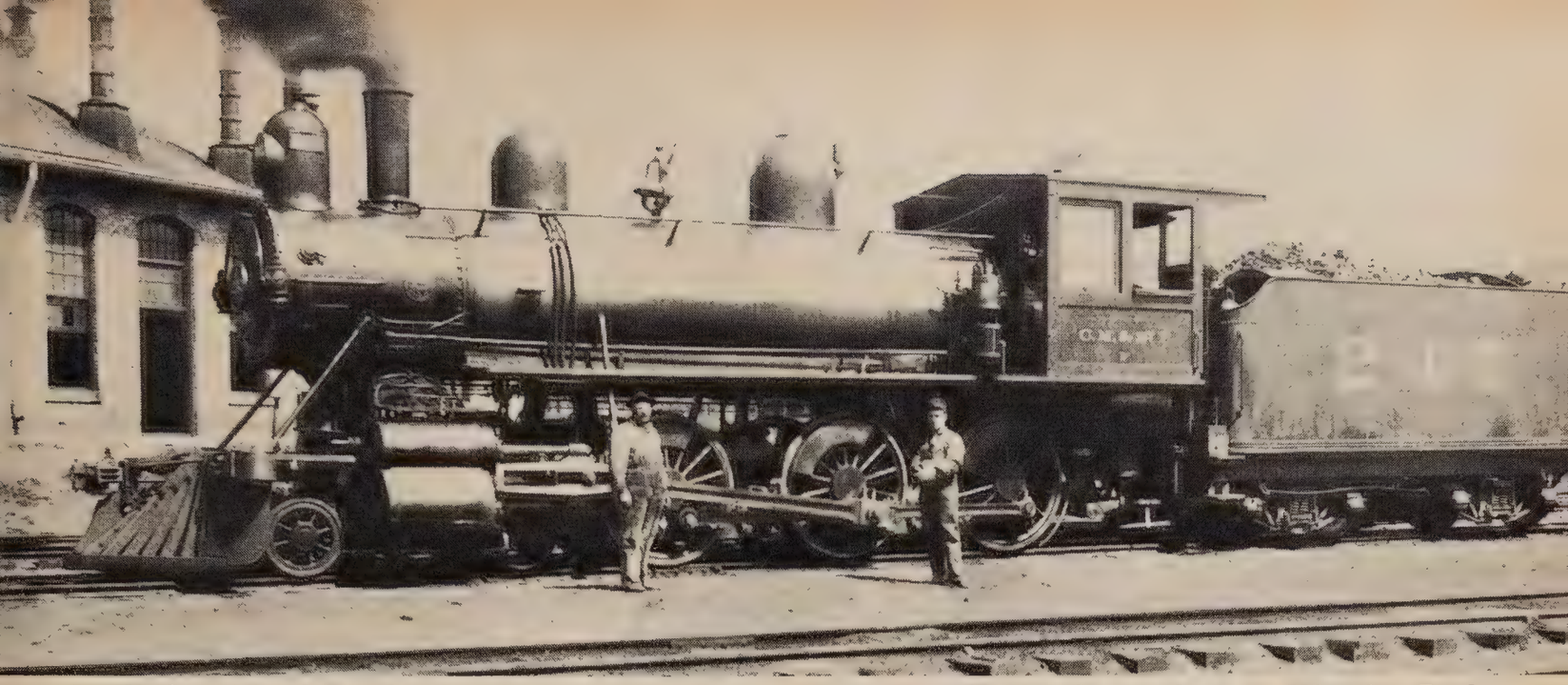
Jim Neubauer: Yes. An uncle, the late Leo Goss, was a Milwaukee Road engineer running out of Savanna, Illinois. One of the best. And a cousin of mine is about to retire from an executive position on the Burlington Northern.

F.H.: How long have you been interested in trains?

J.N.: I can't remember a time when I wasn't. As a boy in Chicago I lived a few blocks from the North Western's commuter station of Avondale on the old Wisconsin Division mainline. The track is elevated above street level at that point; its embankments were great wintertime sledding grounds for kids like myself. I will always remember the North Western motive power I saw in those days: the ubiquitous E class 4-6-2's and a few sub-classes, the D class Atlantics, the R-1 Ten-Wheelers, and the M-1 0-6-0's. All were hand-bombers. At night, when the fireman was scooping coal through Avondale, the vivid orange reflection from his firebox on the billowing gray smoke of *The Victory's* engine was a staggering sight.

F.H.: What other factors helped to shape your railroad hobby?

J.N.: Many factors, Freeman. We spent summer vacations "down on the farm" with relatives in Savanna, a rail road town on the Mississippi River—a large percentage of its population worked on either the Milwaukee Road or the Burlington—and of course I saw many trains there. A short distance down-river at Le Claire, Iowa, lived an aunt whose front lawn sloped 500 feet down to Iowa Route 67. Across the highway from her place I often watched bright red cars of the Clinton, Davenport & Muscatine interurban line, and Milwaukee Road trains, and sternwheel steam towboats and side-wheel steam packets plying the Father of Waters. In such settings I naturally became a transportation fan. Furthermore, only a few miles from our Chicago front door, freight and passenger vessels sailed Lake Michigan—an especially pretty scene by moonlight—while the acrid but alluring smell of C&NW's soft-coal smoke in our own neighborhood hooked me on steam. Now, with total immersion in railroad-



Jim Neubauer's uncle, the late Leo Goss, is seen at Savanna, Illinois, in 1900 when he was firing on Milwaukee Road.

Collection of James A. Neubauer, 1580 N. Farwell Ave., Apt. 303, Milwaukee, Wis. 32022

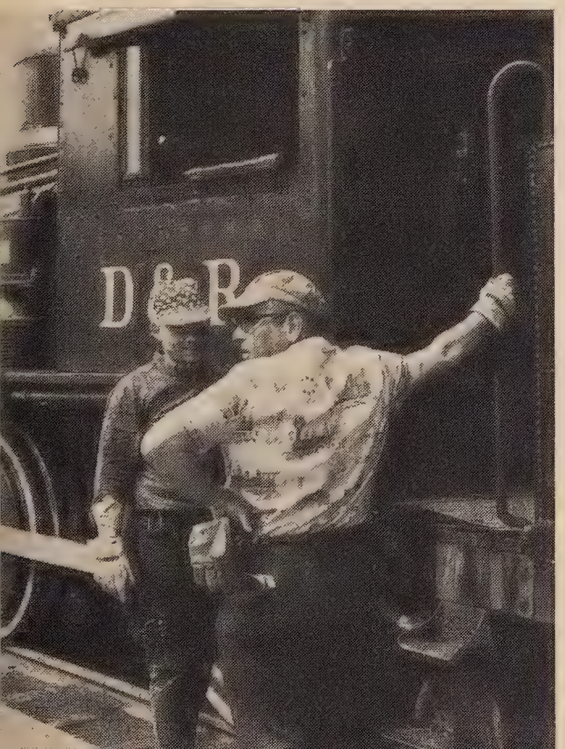
ing, I am reactivating my early fondness for water transportation and I'm even developing an interest in aviation.

F.H.: Did any magazines influence you?

J.N.: Oh, yes, *Railroad* and *Trains* especially. I began reading *Trains* in August, 1943, when I was ten, and a year later I picked up my first copy of *Railroad* from a Savanna news-stand. That issue of *Railroad* (September, 1944) featured a true tale entitled "Callboy," by Tal Morehead, that began: "Savanna, Illinois, in the year 1906, was a bustling, wide-open town . . ." This seems to have clinched it. Thereafter, *Railroad Magazine* did much to lead me into an appealing hobby, in which I have stayed ever since. For a few years I had an interesting correspondence with Tal Morehead.

Phil Weibler, 5440 Horton, Mission, Kan.

Jim Neubauer, fireman (left), and John Jenswold, president of Mid-Continent Railway Historical Society, before a steam run out of North Freedom, Wis.



August '53 found me, like a lot of other draftees, in basic training at Fort Riley, Kansas. One evening I went to Manhattan in the same state with some Army buddies to go bowling; but all the lanes were full, so we gravitated to the news-stand. Two of us reached simultaneously for displayed copies of *Railroad,* whereupon our thoughts of bowling vanished like engine smoke fading on a distant horizon. Instead of taking the old Army bus back to the post that night, some of us strolled over to the Union Pacific depot and boarded train No. 39, *The Kansan,* with a fat-stacked, melodious-whistled 4-6-2 on its head end. On that ride our railroad talk mystified the non-fan buddies. . . . Six years later, while dining aboard the *Empire State Express* out of Schenectady, N.Y., I was pleasantly surprised when the steward brought to my table, quite by accident, that same railfan Army comrade.

F.H.: Nice story, Jim. I suppose you have often ridden locomotive cabs?

J.N.: Oh, yes, Freeman. One of my favorites was Chicago & Illinois Midland No. 502, a 4-4-0. We did a mile in 55 seconds on the run from Havana to Athens in Illinois. It was a clear, cold, midwinter day in 1953.

F.H.: I understand you go around with John Szwajkart, the fellow who wrote *Train Watchers Guide to Chicago?*

J.N.: That's right.

F.H.: Maybe you'd like to read a letter his wife wrote me. It says: "Jim is a godfather to many children, among them our daughter Marion. He dresses rather conservatively. Sometimes out railfanning on summer days he is the only man in his group wearing a suit-coat, while his cronies may be sloppily dressed. Jim hates to get up at sunrise. One night my husband and two other fellows were railfanning with him. They set three alarm clocks, without Jim's knowledge, to ring at different times the following morning, and hid them all around the room. The alarms woke up Jim three times during the night. Each time he had to find a different clock to shut off the noise. After finding and shutting off all three, he was wide awake, while the other three men pretended to have slept the night through." So John Szwajkart likes practical jokes. I understand you've ridden a few engine cabs with him?

J.N.: Yes, indeed, with him and Don Patrick. We bounced around the country chasing steam and riding the C&IM's 4-4-0's, Soo Line Pacifics, and "Wee Willie" Weaver's Canadian National 5594, also a Pacific type. One snowy Easter weekend we rode up from London, Ontario, through Palmerston to Parkhead, a few miles from Georgian Bay. Weaver is a diminutive engineer. He and his mate

("fireman" in U.S. parlance) and the 5594 formed an entity. Together they constituted a well-oiled machine of hands and throttle and air, hands on scoop and injector, and wheels on rails. The engine steamed freely and rode smoothly; the cab was immaculate and they were a happy crew.

F.H.: I have ridden with some crews that weren't so amiable.

J.N.: So have I. The engineer of Canadian National's 4-6-2 No. 5600, which returned us from Parkhead, had a sour disposition. His fireman seemed to be oppressed and the engine herself was rough-riding and hard to steam. We left them partway down the line for the comfort of the cushions.

F.H.: Ever do any freight hopping?

J.N.: Never. Too dangerous.

F.H.: You're a rail photographer?

J.N.: That's right. While in grammar school I had a camera, a simple pinhole type, and my first exposure was of a C&NW 4-6-2. My first use of every subsequent camera I owned also was on the North Western—except for two German complexes that I bought in Austria and Germany. I started in black and white, switched to color prints and then color slides and 8mm movies, but I sold my movie camera when I decided that sound should accompany action. My tape recordings of steamers were made while I was shooting movies. They are superb sound effects but do not synchronize with the motion pictures. So I now concentrate on color slides and do some b&w work for the Kalmbach publications. Unlike most fans, I do not limit my shots to rail subjects. My non-rail photography is far better and more significant. Some of my tapes have been used to prepare two phonograph records, *Your Sound of Steam Souvenir* and *The Silverton Train*. Both were produced in 1960 by 5 Chime Recordings, a joint venture of several friends headed by Szwajkart. I wrote the narration for each record.

F.H.: Are these records still for sale?

J.N.: Oh, yes. You can get them at $1.50 each from John at P.O. Box 153, Brookfield, Illinois.

F.H.: You and John are good friends, but how do you feel about railfans in general?

J.N.: I like them, Freeman, but. . . .

F.H.: But? You have reservations?

J.N.: Yes. Many fans are selfish. They claim their photography is "recording railroad scenes for posterity," but they don't share their photos.

(Above) Fireman Jim Neubauer (left), Jim Bertrand, and John Winter have just been given supplies (fusees, torpedos, etc.) by Mark Rosemont (holding box). In background is D&R Mogul No. 9, built in 1884. (Large photo) 759 is serviced at Cumberland, Md., after pulling freight from Hagerstown.

Upper photo by Phil Weibler; large photo by Jim Neubauer, courtesy of Trains

Those pix disappear into private collections, the ultimate disposition of which is completely unplanned. Too often bona fide historians never have access to such material and thus can not preserve it for posterity in books and magazine articles.

F.H.: The kind of hobbyist you refer to is in the minority. We get plenty of good pictures from fans. Many more than we need. Our problem is finding time to sort them out and return those we can't use.

J.N.: But that isn't all. What about the buffs who steal railroadiana, and vandalize, and litter the countryside with empty film cartridges, soft-drink bottles, and beer cans, and feed candy to hapless farm animals encountered over fences along the rights-of-way, and even interfere with railroad operation?

F.H.: They, too, are in the minority, but it's a rapidly growing minority.

J.N.: "Rapidly growing" is right. The typical fan demands too much of the railroads but gives almost nothing in return. He fails to realize that the carriers aren't in business merely to provide subjects for his camera. For all those reaons I dislike the word *railfan* as applied to myself.

F.H.: I get you, Jim. Now tell me what kinds of rail photos appeal to you most.

J.N.: My own, of course.

F.H.: Sure, but be more specific.

J.N.: I value pictures of the whole railroad scene, including the people involved—not just lonely C-liners out in the wilds. A builder's photo is fine—and antiseptic. It shows precisely how an engine looked, but it should be accompanied by shots of the same engine in its working environment, and I don't mean only in scenic locales.

I am rather proud of some other photographers' pix that wouldn't have been made if I hadn't helped them along. For example, the Burlington Route was planning to deadhead its *Pioneer Zephyr* from Lincoln, Nebraska, to Chicago for museum retirement. But upon my encouragement and through their own Passenger Department, the "Q" converted the deadhead movement into a fantrip from Lincoln to Galesburg. As a result, many fans got fine pictures and my role on that occasion gave me a lot of personal satisfaction. But I've never won a prize for photography. Among my self-taken favorites are shots of an NKP Berkshire in a thunderstorm at Bellevue, Michigan; of Grand Trunk engine 6233 (I had just climbed out of the cab) in a January night sleet storm at Royal Oak, Michigan; of the

California Zephyrs meeting in Glenwood Canyon, and of scenes made from a Swiss electric loco cab on a trip that went through a nine-mile tunnel.

F.H.: What was your first job?

J.N.: Newspaper delivery boy while attending grammar school. Years later I went into the travel industry as a tour conductor and then operations manager of a Chicago agency, finally leaving them to work for Kalmbach.

F.H.: Are you married?

J.N.: No; but like the sailor with a girl in every port, I consider myself a railroader with a girl at every station.

F.H.: I believe you did some writing for *Railroad Magazine?*

J.N.: A little. And in 1953 I was awarded a U.S. Savings Bond for service to the Federation for Railway Progress. I have served The Railroad Club of Chicago as president, board chairman, excursion director, and editor of the club's publication, *The Railroad Capital.* I was a charter member of the Northwestern Illinois Chapter of NRHS and am currently a director of the Wisconsin Chapter. And that isn't all. I'm the co-editor of *Gazette* (Mid-Continent Railway Museum organ) and convention manager of TRAIN, the Tourist Railway Association, Inc., whose first annual get-together will be held in Milwaukee on November 10th, 11th, and 12th. You can get further information on this from my home address, 1580 N. Farwell Ave., Apt. 303, Milwaukee, Wisconsin 53202.

F.H.: You must be very busy. Do you find time for any other hobbies or activities?

J.N.: A few, Freeman. I have a 1953 Buick Super, called Sabertooth. Finding parts for her is very difficult. I also like bicycle riding. Weekends I fire steamers for the Mid-Continent Railway Museum at North Freedom, Wisconsin. The cab window is great for looking out at pretty girls. I've also fired locomotives in Colorado, New Mexico, and Alabama. In between times I work on restoring my ex-Rock Island combine, No. 1094, the *Celestial Gardens* (ACF, 1906), along with other dedicated Mid-Continent members. It serves as a bunk car to lodge volunteer workers who assist at museum projects that preserve —not just record—railroad artifacts for posterity. It's a step up, a growth factor, to donate labor to a railroad museum. Too many fans don't grow; they merely ride on trips and take pictures.

F.H.: What kind of home do you live in? Any railroad decorations?

J.N.: My apartment on Milwaukee's East Side is a bachelor's sin bin. Richly paneled cathedral-like ceiling, a broad view of Lake Michigan (with binoculars you can watch C&O carferries, lake freighters, and girls); an interurban switch lamp that sheds illumination, some autographed Otto Kuhler lithos, and a rather modest railroad library, including all the Kalmbach books, which I use in my work of ad copywriting. I also have a section of original 1836 flue from the C&NW's *Pioneer* engine (presented to me by the C&NW for a club fantrip I arranged) and some railroad matchbooks and ashtrays, I eat off B&O and Milwaukee Road dinnerware and drink with railroad swizzlesticks.

Photograph by James A. Neubauer

The *Pioneer Zephyr* at Omaha on last run from Lincoln to Galesburg, March 20, 1960. Final trip of famous first streamliner was operated as a railfan special, drawing representations from Michigan Railroad Club, Railroad Club of Chicago, Illini Railroad Club, Minnesota Railfan Assn., Iowa Chap., NRHS, Omaha Camera Rail Club, and Lincoln Railroad Club.

For a photo run-by for visiting railfans, Jim Neubauer broke the rules of good firing, and really smoked it up as Warren & Ouachita Valley Ten-Wheeler No. 1 led a train of freight cars through Devil's Chair, Wisconsin. Normally, Jim keeps a stack as clear as his conscience. Devil's Chair is near North Freedom, Wis. Photograph was taken October 4, 1970.
Photograph by Philip A. Weibler

My specialized interest is still the passenger train, which, however, has reached its nadir with Amtrak. I have accumulated some 37,000 route-miles and some 250,000 travel-miles on more than 75 railroads and almost 200 named trains. One mild November day I was aboard the *Aztec Eagle,* in Mexico, when it split a switch, jackknifing the last three cars. One of the derailed cars hit a caboose on a sidetrack and squashed a Mexican native. We lost the use of the observation car *Club de Mexica* and two Pullmans. Passengers from them gathered in the car in which my tour party was riding. It was an exciting experience.

And now I'll let Jim Boyd, editor of *Railroad Model Craftsman*, wind up this personality sketch.

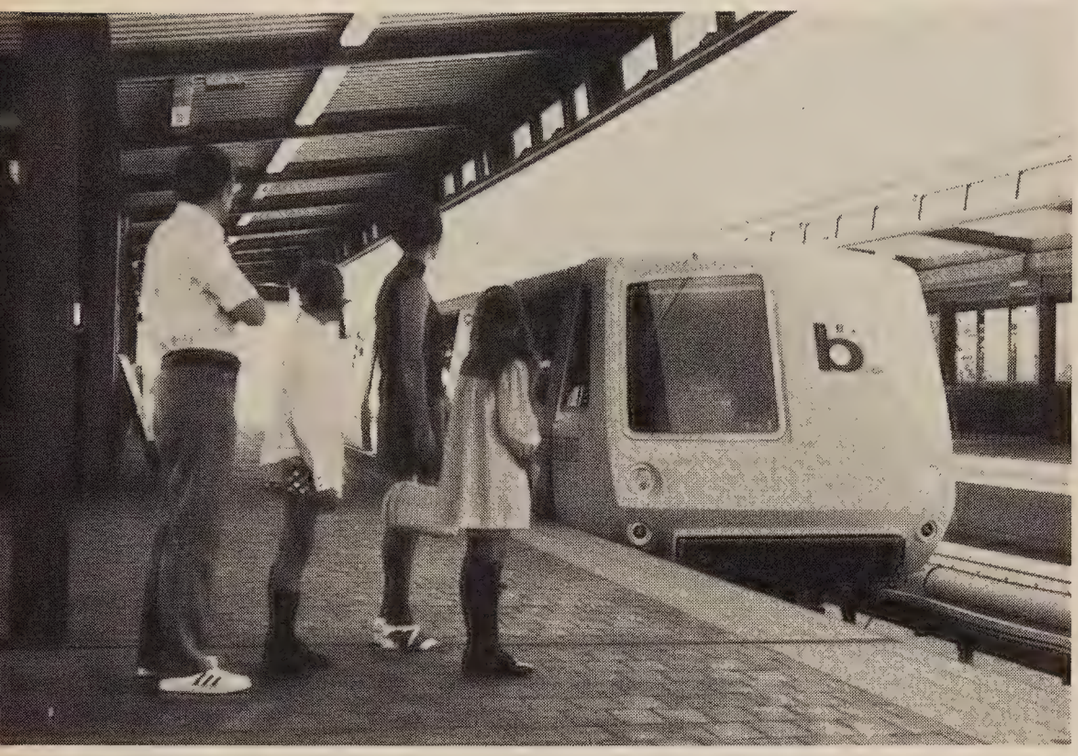
"On first meeting Jim Neubauer," he writes, "you get the impression that the man is a bit nervous and out of breath. His smile is infectious, however, and you soon find yourself swept up by his enthusiasm for almost anything on rails, especially if it's steam-powered. While others are talking, he is usually the one getting things done. He organized fantrips while the rest of the gang were looking at slides, and he spends weekends shoveling coal into fireboxes while the cushion-riders merely talk wistfully about steam. When we were founding the Northwestern Illinois Chapter of the NRHS, Jim Neubauer became our first member by forking over his dues while the rest of us were just deciding on details. No wonder he occasionally seems to be out of breath.

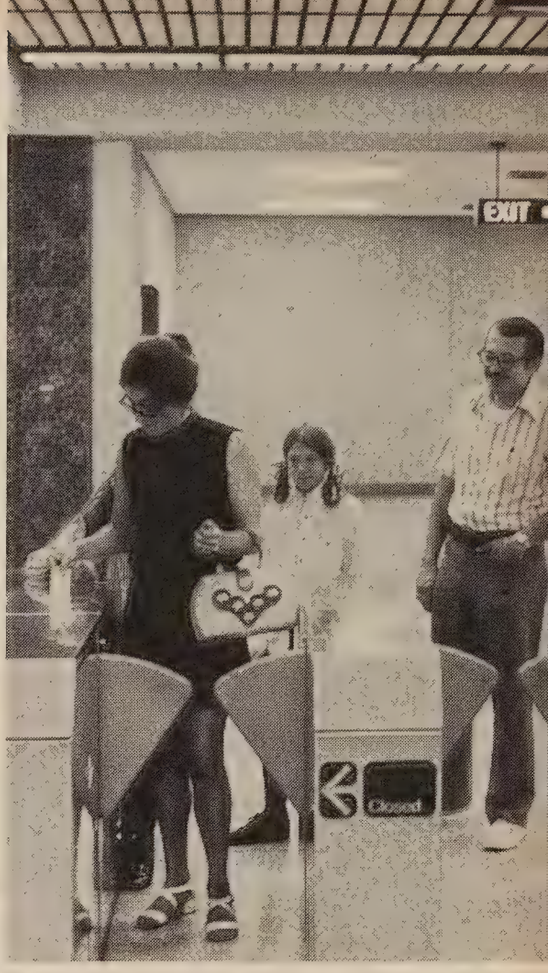
"Jim smokes a bit, is less than pious when rankled, and succumbs occasionally to the evils of the amber brew. But in the finest tradition of steam railroading, he knows that the quickest way to get rid of a hangover is at the business end of a coal scoop.

"His photography is somewhat above average and he is capable of real brilliance when he puts his mind to it. On some fantrips or at North Freedom you find him handling an injector or paperwork more often than a camera. His only pet that I am aware of is a 'Sabretooth,' a weary old Buick of dubious mechanical worth that Jim herded around the country, probably more for sentimental reasons than transportation efficiency. He now drives a real car, but I wouldn't be surprised if Sabretooth is resting in a garage somewhere, awaiting preservation or a decent burial."

You're right, Jim Boyd. Our No. 120 tells me that it's now in storage awaiting installation of new knee-action shock absorbers but otherwise, he says blithely, "the old girl is in mint condition."

(below) An 80-mile-an-hour Bay Area Rapid Transit train brakes into Hayward elevated station during testing in late Aug. prior to opening of 28-mile Oakland-Fremont line, Sept. 11. (right) Mrs. Carol Russell has automatic ticket with magnetic stripe that actuates fare gates on BART.





Harre W. Demoro, 3040 Jordan Rd., Oakland, Calif. 94602

STEVE MAGUIRE'S

TRANSIT TOPICS

THE NEWEST and most modern rapid transit system anywhere began operating September 11th on the first leg of one of its proposed routes, between Oakland and Fremont, California. Thus, after a decade of problems, effort, and tests, San Francisco Bay Area Rapid Transit District is actively in the business of public transportation!

Trains are now running only in daylight hours and for a short time there will be no service on Saturdays or Sundays. Later on, the line will be extended south to Hayward and on into San Francisco via the new 4-mile tunnel under the Bay. Additional routes are being built. When the system is completed, trains will run on 27 miles of surface tracks, 25 miles of elevated lines, 10 miles of subways, and the 4-mile tube which BART officials say was built to "wiggle like a snake" to withstand possible earthquakes.

It is a stunning showcase of modern transit concepts. Urban planners and transportation leaders will be watching it for years for answers to this question: Can fast, clean, air-conditioned transit trains lure an automobile-oriented society away from its pet?

Harre Demoro, writing in the *Oakland Tribune*, says of a certain BART executive:

When Billy Richard Stokes was a youngster in Shawnee, Okla., he'd watch the Pickwick Stages bus pull into town, and wonder about the life of a bus driver. Today, Stokes glances from his sixth-floor office at Oakland's haze, and looks for the headlights of the 80-mile-an-hour test trains of the Bay Area Rapid Transit District.

Stokes, the oldest BART employee in terms of service and since 1963 its general manager, has been praised and damned.

Sure, he says, the carping bothers him, especially when it affects his wife and children who have never become accustomed to criticism they must share. But Stokes says, without batting an eye, that BART is the best rapid transit system ever built.

Stokes, part Cherokee Indian, born in Oklahoma in 1924, rarely discusses himself. Headlines typically portray him as either a savior of American cities because of his rapid transit work, or as a power-hungry ex-newspaper man who blundered a job that took too long and cost too much, because the BART general manager should have been an engineer.

In 1953, Stokes went to Europe on a fellowship from the Ogden Reid Foundation. He was fascinated by the rapid transit systems there.

Upon his return, he began covering in greater depth the Bay Area Rapid Transit Commission. With formation of the BART district in 1957, the late Clair MacLeod, then a district director, convinced Stokes he should become the agency's publicist. He took the post, at $12,000 a year, in 1958. (Today, his annual salary is $45,000.)

A CONTRACT to help design a new generation of rail cars for existing transit systems in Boston, Chicago, Cleveland, New York, and Philadelphia has been awarded to Bechtel Inc. of San Francisco by Rohr Industries, Inc., of Chula Vista, Calif. Development of the new Advanced Concept Train is sponsored by the U.S. Department of Transportation. Rohr is competing with three other firms for the design to upgrade passenger comfort and operating efficiency.

REMOVAL of graffiti from New York subway walls has cost the city $1.3 million! This was reported to Mayor Lindsay by William Ronan, chairman of the Metropolitan Transportation Authority. The disclosure was made while the Mayor was commending Transit Patrolman Stephen

Schwartz for arresting 13 teen-agers for defacing subway cars. Lindsay also commended the courts for sentencing 70 scrawlers to cleaning up their ugly work. The Mayor has been advised that graffiti represents "basic insecurity" and "a desire to be recognized." He says his administration plans to submit legislation to Albany next year making graffiti scrawling a crime. At present, it is merely prohibited by Transit Authority rules.

The city has just signed a $210.5 million contract with Pullman-Standard to buy up to 752 new, air-conditioned, subway cars, described as the largest single passenger-car order in American history. This will enable MTA to phase out all pre-World War II cars now in use. First delivery of the new cars, class R-46, costing about

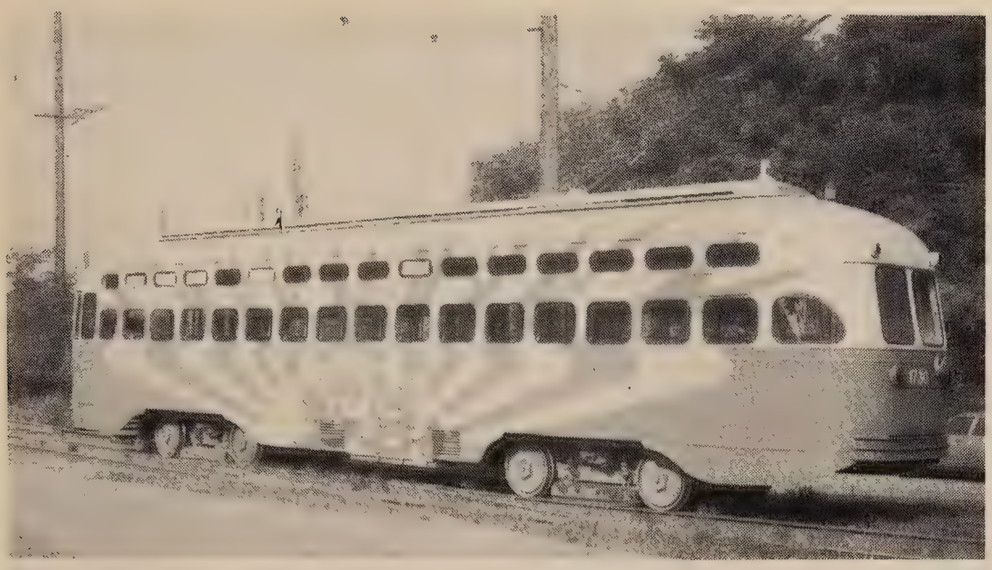
Line of double articulated three-car consists in Zurich's Bahnhofstrasse, renowned for its fancy shops. Area is limited to trolleys and pedestrians only. Switzerland city has gone heavy on non-polluting streetcars and new trolleybuses.
Jean-Michel Leclercq, Bellevue de Plan 01220 Divonne-les Baines, France

$273,000 each, is expected late next year. They will be the system's first cars to have air-cushion springing. In design and interior decor, they will be similar to the handsome, 75-foot, R-44 cars recently put into service on the IND-BMT divisions, but modifications in the air-conditioners, compressors, and trucks will make them even quieter than the well-insulated R-44's. They, too, will run on the IND-BMT. The IRT Division, which was built in narrower tunnels, has no air-conditioned equipment. Uncle Sam will pay two-thirds of the cost of the R-46's, while Father Knickerbocker—meaning New York taxpayers—will fork out the rest. The city's subway fleet consists of nearly 7,000 cars.

SOUTH SHORE LINE had hardly received approval to cut its passenger service sharply from 49 to 39 daily trips, with only two weekday trips to South Bend, Indiana, when it sought further permission to drop 12 of those remaining 39 runs in order to meet its share (one third) of the $9 million estimated cost of 21 new electric cars, reports William Jaroszewski, 2123 W. Roger St., South Bend 46628.

President Albert Dudley, Jr., who has been with the road only a few months, says that even allowing the Chicago South Shore & South Bend to trim its daily passenger runs to 27 would not let it operate on a break-even basis. He maintains that the requested cuts would permit the road only to offset service losses sufficiently to meet payment on new equipment. The U.S. Department of Transportation has set aside $6 million toward the road's new passenger car costs. Dudley stresses unhappily that the $9 million figure is merely an estimate and probably will rise before they can actually buy the cars. Even if ICC permits fewer daily runs, Dudley says it might take at least two years for the cars to be delivered.

Local newspapers treat the CSS&SB problems unsympathetically. They state editorially that with the latest cut in passenger runs, the road's new owner, the Chesapeake & Ohio Railway, wants to sit back and watch the profits roll in from South Shore freight operation. They say the line has shown a consistent disregard for passengers. We agree with the local press that the new management wants to drop all of its passenger business.



Mod trolley makes debut. Pittsburgh's Port Authority Transit recently placed four streetcars in mod dress. PCC 1730, shown here, is painted in purplish red and gold. The other three are white and yellow, white and orange, and white and red. Twenty-two of the remaining fleet of PAT trolleys will be given gay colors.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

HORSECAR experts, please help identify some old photos of horsecars built by John Stephenson & Co. in the 1880's. These pix are now in the Smithsonian Institution and bear the following brief data: E. & R. W.B. Line; Main St. 14th & Park, Hall's Addition St. Rly.; Broad, Meeting & King; Avondale & Elyton; Main Street, Depot & Park Ave., Riverside Rly.; White Side & Market to River, Union Passenger R.R., and Stapleton & Concord via Canal & Broad; Main St. & Jones Park. If you can shed light on any of these lines, write to John H. White, Jr., Curator, Division of Transportation, Smithsonian Institution, Washington, D.C. 20560.

IMAGINE chartering a city's entire transit system for two hours! Well, it happened last June 26th in Toronto when the T. Eaton Co. department store leased the Toronto Transportation's complete trolley, subway, and bus facilities from 9 to 11 a.m., just after the early morning rush. During that time the store promoted a special sale by offering free rides to everyone. An estimated 75,000 persons traveled to Eaton's free. We don't know how much the store paid for this unprecedented action. Maybe some Canadian reader will tell us.

PITTSBURGH'S Skybus program had a setback recently when Common Pleas Judge Anne X. Alpern, after a 69-day hearing, issued a temporary injunction to halt all spending on the project until the Port Authority of Allegheny County met four specific requirements that it had not put into effect. This news comes from Jim Cerny, our man in Pittsburgh, and Donald L. Slick of Oil City, Pa.

The PAT Board is appealing the decision to the State Supreme Court to get a final ruling soon. The following sentence in Judge Alpern's opinion confirms what has been stated often in our department, namely, that PAT's autonomous tactics present a classic example of the dangers of Authority operation: "Established as a means of protecting the taxpayers who would pay the bill, the Authority apparently decided that it could do the job best by giving the people no voice in the decision-making."

Even if the city were to install an experimental Skybus line, why wasn't it projected in an area that really needed fast mass transit, instead of directly along the route of an existing rapid transit rail line?

NEW JERSEY'S Governor Cahill has signed legislation allowing South Jersey buses of Transport of New Jersey (Public Service) to funnel their passengers into the Lindenwold High Speed line leading between Camden and Philadelphia, instead of running directly into Philadelphia along a route that generally parallels the rapid transit line, reports H. Gerald MacDonald, 124 E. Wisteria St., Wildwood Crest, N.J. 08260.

The new law would reimburse TNJ for loss of income from the line into Philadelphia, some of which will be wiped out. But by using the feeder system a commuter may save 15 minutes on the trip to Philadelphia in slack periods and possibly as much as 45 minutes in rush hours. Furthermore, it would lessen traffic jams on the busy Benjamin Franklin Bridge line into downtown Philadelphia. This legislation enables the Port Authority Transit Corp. (PATCO), operators of the high-speed rail line, to win a $30 million Federal grant to extend the trackage to Atco, to build a new station at Woodcrest, and to buy more cars. Eventual extension of the PATCO line eastward to Atlantic City is not likely for at least two decades, according to the N.J. Transportation Department's 20-year master plan. Still in the plan, however, are extensions to Burlington and Mt. Holly on the north and to Glassboro on the south.

It is disturbing to note that of the total of $670 *billion* expenditure which the plan calls for, the hog's share, 85 percent, is allotted to highways, with but 15 percent designated for all other needs, including public transport, airports, urban highway related projects and other intercity transportation. In fact, only about 9 percent would be assigned to mass public transport!

Seemingly every transportation study group is dominated by persons who regard rail travel as quaintly historical and cannot project their imaginations to see that some adaptation of it is the only real solution for our transportation ills. Highway and oil company lobbies obviously have brought undue influence to bear.

STATEN ISLAND Rapid Transit's old equipment was built in 1925, not 1923, as our September issue stated. So says Felix E. Reifschneider, Box 88, Fairton, N.J. 08320, who lived on Staten Island many years ago.

"It was compatible with New York's BMT cars of that era," he comments, "having the same maximum traction trucks, which were unusual on rapid transit cars. This would have permitted operation through a proposed S.I.-Bay Ridge tunnel to 69th Street, then over the BMT into Manhattan. It was an ill-conceived project. Due to the much longer route, it would have taken nearly twice as long as the ferry trip.

"Those SIRT cars were very fine. The only possible objection nowadays is that larger motors would give better acceleration, hence make somewhat better running time. The modern idea is to give maximum possible schedule speed over the line. Modern cars also could probably run at higher speeds between stations, but with the Staten Island's close spacing between stations, this wouldn't help much except on express runs.

"A curious situation during the 1930's and '40's was that SIRT added some stations while the Long Island Rail Road was abandoning stations too close together. SIRT added them

to compete with the buses, get more business, and shorten the walking distance for patrons to the nearest station. With the later abandonment of passenger service on the North Shore and the ripping up of tracks on the South Beach branch, these stations vanished. But the 'new' stations on the Tottenville line still exist. They were added during grade-crossing elimination projects of the 1930's and they are still in service."

LIGHTNING hit one of Cleveland Transit System's beautiful new Airporter rapid transit cars last July, causing an estimated damage of $100,000 or more.

According to Al Kleinsmith, 1878 Brookline Rd., Cleveland, Ohio 44121, it occurred at the East 34th Street station and 12 passengers fled to safety just before the car went up in flames. Also from Cleveland, Al sent us the following account from *The Plain Dealer* telling about vandalism on the trolley line:

An iron bar and a chunk of concrete have added momentum to a Cleveland Transit System crusade to persuade the city to help protect CTS against vandals. The bar, a five-foot reinforcement rod, and the concrete were hurled from a bridge on west 44th Street on consecutive days in July. The rod sprayed glass after bursting through a sunvisor and window and the concrete damaged a trolley, and a motorman was injured.

"The rod was about an inch in diameter, like a spear," said a CTS spokesman. "If the driver hadn't had the visor down, he might have been killed."

THE MEDIA, PA., WALKABOUT is not likely to be repeated. This experimental project for six weeks last summer had the town's main street closed to all traffic except bicycles and a restored center-door trolley of SEPTA (formerly Philadelphia Suburban Transportation Co.) that ran back and forth along the five-block Mall area. Local merchants said it interfered with business. What really did was not the Walkabout but three weeks of almost steady rain, followed by three hot and humid weeks. Anyhow, grumbling shopkeepers ended the novelty.

TWO New York subway cars are now in Torrance, Calif., after taking the longest journey in subway history. There, at the Garrett Corp. plant, they are being converted into a radically new type of mass transit equipment powered by stored energy. Their cross-country trip began from the Coney Island yard on July 31st. Enroute they were shepherded by two hopper cars equipped with a type of coupler which permits link-ups with subway or railroad freight cars. The four-car unit joined regular freight trains proceeding westward until it reached Torrance.

Stored energy, an innovative plan of the Metropolitan Transportation Authority, is aimed at harnessing the force now dissipated as heat and using that energy to help the train move again. An MTA official terms it "one of the key elements in our program to make subway travel more pleasant for the straphanger. These cars should reduce the amount of heat in the tunnels for more comfortable riding, and at the same time reduce our need for electric power."

By terms of a $1.4 million contract with the MTA, Garrett built a stored-energy system to conserve, in a spinning flywheel, the energy now squandered as heat when a subway car is braked to a stop. Energy thus conserved will be used to generate electricity when the train is set into motion again. Garrett will test the New York visitors on special tracks of the Urban Mass Transportation Administration (UMTA) in Pueblo, Colorado, for a two- to three-month period. The cars are scheduled to arrive at Pueblo next February first.

Following the Pueblo run-throughs, the wanderlust equipment will return to New York around April first for further testing in the city's subway system: three months in non-revenue service for data gathering and mechanical refinement. Then six months of passenger-carrying. This project will be paid for with a UMTA grant of $1,264,000; Garrett will contribute about $100,000 in services, and New York State will pay the rest.

World's Trolley Museums

This list, compiled by J. H. Price for *Modern Tramway,* identifies oper-

New York City subway cars left Coney Island yard for Torrance, Calif., where they are being converted into a radically new type of mass transit equipment powered by stored energy. They will return to New York in '73 for MTA operation.
Metropolitan Transportation Authority

Last Birney car public operation in the world shows No. 29 and car 20 at Golden Square Terminal, Bendigo, Victoria, on final day of this route, March 5, '72. Last Bendigo trams ran, April 16, '72. Birneys used to be popular in America.
Paul Nicholson, 33 Broughton Rd., Surrey Hills, Victoria 3127, Australia

ating museums by (0). All others are non-operating.

The United States

Arden, Pa., Penna. Railway Museum Assoc. (o)
Baltimore, Md., Streetcar Museum (o)
Bloomsburg, Pa., Magee Transp. Museum (o)
Dearborn, Mich., Henry Ford Museum
East Haven, Conn., Branford Electric Railway Association (o)
Glenwood, Ore., Ore. Elec. Ry. Hist. Assoc. (o)
Golden, Colo., Colorado Railroad Museum
Griffith Park, Calif., Travel Town, Los Angeles Parks Department
Hopkins, Minn., Minnesota Transp. Museum (o)
Kennebunkport, Maine, Seashore Trolley Museum (o)
Mt. Pleasant, Iowa, Midwest Central RR. (o)
Noblesville, Ind., Museum of Transport and Communications
North Lake, Wis., Wisconsin Elec. Ry. Historical Society (o)
Olmsted Falls, Ohio, Columbia Park & Southwestern (o)
Olympia, Wash., Prairie State Ry. Museum
Orbisionia, Pa., Shade Gap Electric Ry. (o)
Perris, Calif., Orange Empire Trolley Museum (o)
Rio Vista, Calif., Bay Area Electric Railway Association (o)
St. Louis, Mo., National Museum of Transport
San Antonio, Tex., Texas Transportation Museum (o)
San Francisco, Calif., cable-car power house. (o)
Snoqualmie, Wash., Puget Sound Railway Historical Association
South Elgin, Ill., R.E.L.I.C. (o)
Union, Illinois, Illinois Railway Museum (o)
Warehouse Point, Conn., Conn. Elec. Ry. Assn.
Wheaton, Md., National Capital Trolley Museum (o)
Worthington, Ohio, Ohio Railway Museum (o)

Canada

Delson-St. Constant, Quebec, Canadian Railway Museum
Ottawa, Ont., Museum of Science and Technology
Rockwood, Ont., Halton County Radial Ry., Ont. Elec. Ry. Historical Assoc. (o)

Australia

Bylands, Victoria, Tramway Museum Society of Victoria
Ferrygrove, Old., Brisbane Tramway Mus. Soc.
Loftus, N.S.W., South Pacific Elec. Ry. (o)
St. Kilda, S.A., Australian Electric Transport Museum
Sydney, N.S.W., Museum of Applied Arts and Science

Austria

Graz, Grazer Tramway Museum
Klagenfurt, Verein der Karntner Eisenbahnfreunde
Vienna, Arbeitsgruppe Wiener Tramway Museum

Belgium

Schepdaal, Association pour de Musee Tramway

Czechoslovakia

Praha and Brno, preserved steam tram engines

Denmark

Helsingor, Danish Technical Museum
Kobenhavn (Valby), Kobenhavns Sporveje (static, o)
Koberhavn, (Svanemollen), Sporveishistorok Seiskab

France

Paris (Malakoff), Association pour la Musee des Transports; also Urbains, Interurbans et Ruraux (AMTUR)

Germany

Berlin (East), Arbeitsgruppe Berliner Nahverkehr
Berlin (West), Berliner Verkehrsbetriebe BVG-West (static, o)
Dresden, Verkehrs Museum Dresden
Hamburg, Verein Verkehrsamateure u.; also Museum Eisenbahn
Hannover, Hannoversche Verkehrsbetreibe
Koln (Cologne), Arbeitskreis Strassenbahn Museum Koln (o)
Leipsig, VEB Leipziger Verkehrsbetriebe (static, o)

Great Britian

Birmingham, Museum of Science and Technology (one car)
Clapham (London), Museum of British Transport
Crich, Derbyshire, Tramway Museum Soc. (o)
Edinburgh, Scotland, Transport Museum, Shrubhill (static, o)
Glasgow, Scotland, Museum of Transport
Lowestoft, Suffiolk, East Anglia Transport Museum Society (o)
Hull, Yorkshire, Hull Transport Museum
London, SW7, Science Museum, South Kensignton (one car)

Hungary

Budapest, Koziekedesi (Transport) Museum

Ireland

Belfast, Belfast Transport Museum

Italy

Milan, Museo Nazionale delle Scienza a della; also Tecnica

Japan

Inuyama, Meiji Village Tramway (o)

Netherlands

Enschede, Stichting Museum Buurtspoorweg
Utrecht, Netherlands Railway Museum
Weert, Netherlands Tramway Museum (F. Kuhne)

New Zealand

Ferrymead (Christchurch), Tramway Historical Society, Inc. (o)
Paekekarki (Wellington), Wellington Tramway Museum, Inc. (o)
Western Springs (Auckland), Museum of Transport and Technology (o)

Spain

Barcelona, Transportes de Barcelona S.A., (static, o)

Sweden

Malmkoping, Svenska Sparvagssallkapet (o)
Stockholm, AB Storstockholms Lokaltrafik (static, o)

The London Underground

LONDON'S underground system, often called "the Tube," in the British capital, is one of the world's best, Tom Lambert writes in the *Los Angeles Times*. It may not be as silent or as clean as Moscow's or the one that the Chinese are building in Peking, as lively as the one in Paris, or as chancey as New York's. But is one of the world's most extensive, efficient, and busy. It also is profitable, expanding, and reasonably safe from crime.

Every day the system's eight (soon to be nine) electrified lines handle about two million passengers. The average rider travels about five miles on the system's 257 miles of track draped both above and underground through this city and on out into the countryside. The trains start running at 5 a.m. each day, and go into the barns at 1 o'clock the following morning. Alighting at any one of the system's 278 stations, passengers hustle on or off the 32-to-58-seat cars. Some stations are at ground level, but one is 181 feet below.

As the world's first subway, it was started in 1853 and encompassed its first under-the-Thames River tunnel in 1870. The system offers short and lengthy rides for reasonable fares.

A passenger can travel 34 miles without changing trains from West Ruislip to Epping for the equivalent of $1.25, or from Charing Cross to the Strand (one-sixth of a mile) for about 13 cents. The subway trains, platforms, and stations invite some criminals, of course, but surprisingly few vandals. Few if any of the train seats have ever been slashed, or train windows broken, or walls embellished with graffiti.

Crimes in the subway system seem to be falling off. In 1968 the subway police received 14,500 reports of crimes in the underground, but only 12,000 last year. On the other hand, pickpockets are more active. Over 2,400 passengers reported their purses or wallets were stolen last year, as compared with 1,551 in 1970.

(top) Horses haul Huron City Ry. car 2 into middle of fire drill in 90's at Huron, S.D. (bottom) First streetcar on Sioux Falls Traction line in late '07.
Photos from *"Street Railways of South Dakota,"* by Leonard Y. Tripp

New Electric Publications

National Capital Trolley Museum has published a second (revised) edition of its *Souvenir Guidebook*, 16 pages of facts and a roster of operation at Layhill, Md., with full-color covers. Copies may be had at $1 each from Randolph Kean, Box 7082, North Station, Arlington, Va. 22207. Make out check or money orders to NCTM, Inc.

Railway History Monograph issue No. 2 has a 22-page story, *Street Railways of South Dakota*, by Leonard Y. Tripp. This stapled brochure, 8½x11", includes accounts of the trolleys in Sioux City, Aberdeen, and Lead-Deadwood where narrow-gage interurban cars ran on a route eventually operated by the CB&Q railroad. Also brief stories of horsecar lines in Rapid City, Pierre, and Huron, and two pages on Mitchell's gasoline streetcar. A map apparently designating the lines is a bit confusing. It shows Hot Springs, which the text says never had any cars running, but it does not show Rapid City, which had a horsecar line until 1902! The map shows Madison and Watertown, where the text indicates there were steam dummy lines. Mr. Tripp tackled the problems of re-creating news of transit lines, some of which have been gone for over three-quarters of a century. Railway History Monograph is a quarterly publication; per volume of 4 issues $6, individual issues $3, from J-B Publishing Co., 430 Ivy Ave., Crete, Nebr. 68333.

A 16-page brochure, an 1886 Guide to *Brooklyn Street Railways*, 6x9" comes to us from Paul Matus, 23 Pond Pl., Babylon, N.Y. 11702. Copies cost 95¢ each from Metropolitan Area Transit Museum, 2425 N. 3rd St., Union, N.J. 07083. It lists operating horsecar lines, showing each route. In 1965 the same author put out a Staten Island Rapid Transit history. It's now out of print but may be reprinted. ●

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

BOOMERS, NORTHBOUND

by Haywire Mac

Illustration by Joseph Easley

IT WAS the kind of unpremeditated moves that boomers used to make. The winter had been one of the toughest in the memory of Chicago switchmen; snow had hidden the ground since the preceding November and now, in the early spring of 1910, dirty patches of it were still left in nooks and corners untouched by the sun.

I had been working nights on the old Chicago, Burlington & Quincy since January, pulling pins on the "foreign" yard engine at Wood Street. And every morning, when I dragged my weary carcass to bed, I decided it would be crazy for me to show up on the job for another night. But I must have been work-simple, for six p.m. would find me shoveling in a charge of groceries at the beanery and at seven sharp I'd be riding the footboard next to the drawbar, with the foreman on the outside corner and the two field men on the opposite side.

There was a big switch shanty at Twenty-second Street and Western Avenue where yard crews waited for their engines to come clanking out on the roundhouse lead. These goats had been turned in by the day crews only an hour or so before. They were supposed to have clean fires and full tanks of coal and water, all ready for the night-hawks to start on time.

This, of course, was impossible. The master maniac didn't have enough men nor enough time to do the job, and some crews would loaf in the dingy shack for hours before their assigned machinery showed up. The Burlington was shy on motive power. There were times when leaky flues had to be cobbled and no extra kettles were available, which meant that a lucky crew or two would spend the whole night happily snoozing in the shanty.

It was not an attractive place. The walls were grimed, the floor seldom swept, the wooden benches were oil-stained and battered, and the air was usually so blue with tobacco smoke as to be barely breathable. But we had a huge barrel-shaped stove that glowed with heat, and the temperature outside on that April day had sunk below zero, which made the dingy old dump seem like a palace.

Never before had our crew lingered long in warmth and idleness. We got the first left-handed engine that came out of the house. The company had several southpaw gallopers, mostly used in what was called the lumber district. I didn't work there and have no idea why it was considered an advantage to seat the hogger on the wrong side of the cab, but that's how it was. I believe some engines on the "Q" could have been changed from right to left-hand drive in a few minutes, or vice versa; but if there were such critters I never saw one.

Anyhow, the *first* left-hander that showed was ours and we were off to the garden. Only ten hours of rawhiding to endure, after which the morning would find each of us richer by $3.70. It wasn't the worst job I ever had, but it was certainly the worst I ever stayed with for three long months plus.

Just about everything went wrong. The pin-puller had to toil on the inside of the lead and watch for close clearances, lest he be "wabashed." A wabash, of course, was an emergency stop signal. I believe it originated on the Wabash Railroad, where such signals were routine practice. Anyhow, on that cold April night we handled nothing but homebound empties, carded for delivery to the various yards around Chicago.

Did you ever try to switch empties in sub-zero weather? The cars had stood around long enough to "freeze." Oil in the journal boxes congealed so that the axles got no lubrication until they had warmed up. You could kick the hell out of 'em, but they just wouldn't run five car-lengths. Then you eased down against 'em and pulled the same pin again. When you reached confidently for a grab-iron or stirrup you never knew whether it would be there or not.

The roads had a safety-appliance law in those days, but the enforcement of it was a joke. No company would spend money for major repairs on a homebound foreign empty, and I am convinced that at least half the cars in that yard should have been sent to the rip track.

Nobody ever got in our way. Nor did we ever have to get into the clear for another engine to use our lead for a few passes. The transfer crews from the two Belt lines and from the other railroads shoved their drags into the far end of the yard and departed in the same way. Passenger trains, in-and outbound, whooped past us on the high iron, from which a half-dozen tracks separated us.

The voluminous timecards we had were about as useful as Chinese lottery tickets, and our watches served only to show how many miserable hours we still had to go before quitting time. Now and then we'd lift our lanterns to scan each other's faces for telltale whiteness of nose or cheeks that meant frostbite. In such cases a brisk rubbing with a handful of snow would restore circulation.

I WOULD leave the footboard each morning at the end of my shift, tired, cold, dirty, hungry, and mad. Then I'd shovel in a platter of ham and, grab a Western Avenue trolley car, and drop off at Twelfth Street, hating the whole cockeyed world.

But I lived in a rooming-house kept by a plump, motherly, Irish soul

named Mrs. O'Brien. Returning home, I would step into her spotless kitchen that glowed with heat from a big, old-fashioned, coal-burning range. It took me some time to peel off the layers of clothing that armored me against the bitter weather—overcoat, jacket, sheepskin, vest, sweater, two pairs of overalls, and arctics over my brogans. After depositing all this regalia in my room, I'd come back to the kitchen, where Mrs. O'Brien would have a basin of hot water and a clean towel waiting. Then, after washing off the grime, it was sheer sybaritic luxury to drop into a creaky old rocker behind the stove and stretch out my stockinged feet in front of the open oven door.

Early that April, a couple of nights after the pay-wagon had showed up, I was cornered by a car that hadn't quite cleared a switch and it knocked me loose from the tanker I'd been hanging onto while pulling a pin. A black Maria gave me a ride to St. Anthony's hospital. Luckily, no bones were broken; so I insisted on going home to my feathers instead of being bedded down in the hospital.

Next morning, for the first time in months, I went downtown. After I had eaten a good meal and taken in a burlicue show, I began to figure that I'd been stuck in Chicago long enough. I did *not* go back to the yard. You know how it is with boomers. I picked up a companion down by the levee, a snake from St. Paul who answered to the name of "Brownie" Doyle. A snake, by the way, is a switchman, so called from the large serpentine S on his membership pin in the Switchmen's Union of North America.

Brownie had been on strike since the preceding November. He was broke, of course, and four dizzy days later found me in the same boat. Financially speaking, I was no longer in Mrs. O'Brien's class; so I moved into a cheap lodging-house, one of those hell-holes where the thin partitions between the cubicles run only halfway to the ceiling and there is a chicken-wire netting overhead to discourage prowling.

I awoke one morning in this dump. My watch, thoughtfully hidden under the mattress, registered 6:30 while a faint grayness meant dawn filtering through the grimy windows. After I had dressed, a thorough search of all my pockets yielded one penny and two nickels. Obviously, the party was over.

Stepping out into the passage, I yelled, "Hey, Brownie!" Almost instantly he popped out of another door, fully clad, and held a finger to his lips. My yowls had wakened other bums, who voiced their resentment from all sides. Brownie lugged me into his cell and kicked the door shut. Then he dragged from a coat pocket a huge wad of folding money!

His count had been interrupted, but a quick recheck totalled more than eighty bucks. He had found it under a loose floor board, and the dust and cobwebs indicated it had been there for quite a while. He generously split the take right down the middle and we sallied forth for breakfast. Again we were prosperous.

Over our coffee we agreed on a move in search of employment. We were tired of Chicago. We had worked in Duluth, and the iron ore was due to start rolling around there before long, the exact time depending on when the ice at Sault Ste. Marie loosened up enough for the ore boats to get through the locks. A summer in the iron-ore country could be highly profitable, if you latched on, but you'd face a lot of competition. The Iron Range area paid some of the highest railroad wages on earth.

I collected a few days' pay that the Q owed me, also a service letter. Pretty soon Brownie Doyle and I were in Duluth filling out applications for employment on the Duluth, Missabe & Northern. The town was full of boomers, with more arriving every day. Some had money or credit with hotel men; many hadn't a dime. More than three hundred brakemen and switchmen had filed ahead of Brownie and me. It was anybody's guess when the ore would start moving. So we decided to play safe.

We journeyed over to Superior, Wisconsin, and filed applications with the Great Northern. Then we came back to Duluth to hang around with the other hopefuls two or three days more. Finally, not wishing to overlook any bets, we went up to Two Harbors, Minnesota, and registered with the Duluth & Iron Range.

Two Harbors wasn't much to look at, but it had one of the finest Railroad YMCA layouts I have ever seen: clean beds at two bits per, a huge lounge room with hand-hewn timbers supporting the roof, a great stone fireplace, and heads of deer and moose on the walls. It looked like a swanky hunting lodge.

Across the street, in back of the joint, we found a cozy saloon and a barkeeper who had soldiered in the Philippines. I, too, had served over there as a packer with the Army mule trains, so we were pals from the start. He and his boss were batching in a nicely furnished flat upstairs, where they cut us in on the chow several times. He told us that the preceding winter had broken all records for snowfall.

"Me, I don't like so much snow," the boss remarked. "I go south every winter as soon as the mines shut down and the trains stop running."

"Yeah?" I queried, always eager to learn. "Where do you go?"

"Detroit." And the guy was leveling; he didn't even smile.

WELL, by this time Brownie Doyle and I were getting pretty close to bankruptcy, so we did a bit of figuring. We had to get on a payroll or start mooching mighty soon, and I never did like to beg for a feed.

Where, we asked ourselves, would the first indication of activity show? At the mines, of course. The shovel-runners would be among the earliest men hired, along with crews for the saddle-tank dinky engines that spotted the empties for loading and dragged the burdened ore cars out of that famous Big Hole at Hibbing, Minnesota. Each engine required a dinky-skinner, a fireman, and a shack. We didn't know what the job paid, but it would beat loafing.

Next morning an observer might have noted one brakeman and one snake negotiating with a D&IR freight conductor for a ride. We got a cordial invitation to climb into the buggy and make ourselves at home, which gave me a chance to whisper a word of warning to my pal.

The conductor was a big portly man with a pleasant face and a hearty manner. I recognized him instantly. Some six months before I had heard him preach a sermon in the Railroad Y at Gibson, Indiana, for he was none other than "Brother Jim" Burwick, a well-known railroad evangelist. He ran trains on the Duluth & Iron Range during the summer and traveled around preaching to railroaders each winter.

We sat in the cupola with him all the way up to Hibbing. Thanks to my having recognized him, we watched our language so as not to offend our

host. Not a solitary cuss-word did we utter, while Brother Jim related some interesting facts about the country, the railroad, and the iron mines. As we parted at the end of the run, he said with a warm handshake:

"You boys are the only boomers I ever helped along the road who did not have to be corrected about the use of profanity in my presence. If you don't land a job right away, look me up in Two Harbors and I'll give you a personal introduction to the superintendent."

"He's a real nice guy," said Brownie, somewhat later, "but can you imagine braking for him? What in hell do his shacks say when the hogger pulls a lung and they have to lug a chain forty car-lengths and tie up a damn cripple?"

"Yeah," I grinned, "or shove a car off the end of the rail on some wayside house-track into a creek and have to dig the frogs out of the hack. Or rebrass a hub on a car that can't be set out."

The Iron Range towns of Hibbing, Virginia, and Eveleth were swarming with shovel-runners and dinky men who had not made the payroll as yet. A flock of nut-splitters and boilermakers were readying the equipment, but no shovels had been started in the Big Hole so far that season.

There was nothing we could do at that time except loaf around the corners and the gin mills, swap gossip, and listen to tales of faraway places. Some of the boys there had helped to build railroads in South and Central America or had worked on the Big Ditch in Panama, in the mines of Peru or at Bingham Canyon, Utah, to say nothing of dams and tunnels and suchlike all over the continent. Tough and competent, they were the dirt-movers, the shock troops of construction.

But Brownie and I were still idle and our bankroll had just about vanished. Early one morning, while prowling around Virginia, we heard the bark of an engine that was evidently doing a job of switching. We tracked it down and found a crew making up a train. The engine was not a yard goat, but a rather antiquated road hog, and her tank bore the name of a railroad that neither of us had ever before heard of, the Duluth, Rainy Lake & Western.

"Where does this pike run to?" we asked one of the crew during a brief lull in the proceedings.

"It runs," we were told, "to International Falls on the American side of the Canadian border and to Fort Gibson, Ontario, just over the line."

Fort Gibson was a station on the Canadian Pacific main stem. Now, when we had crawled out of the hay that morning we hadn't the faintest notion of going to Canada, nor did we have any idea that there might be a route to Canada nearer than a branch of the Great Northern, halfway across North Dakota and several hundred miles to the west. But when that train pulled out we were comfortably ensconsed in the crummy and were chinning with the crew.

The ORC, meaning the conductor, told us that he had been holding down the job for sixteen years and had never before been asked to haul a boomer.

His hack was an antiquated passenger coach. One end had been equipped with bunks for the crew, including the hogger and fireman. At the other end a partition blocked off a small section for mail and express, and there were side doors for handling the same. Inside the partition stood a big range with an assortment of pots and pans hanging on the wall, and plenty of storage lockers. The middle of the car had two passenger-car seats on either side and hinged tables that could be let down for meals.

The Rainy Lake road used only one crew; they ran north one day and south the next. All of them were Canadians who lived in Fort Gibson —that is, during the few hours they spent at home.

THE COUNTRY was as flat as a floor, sprinkled with thousands of sparkling pretty lakes and ponds and covered by a dense growth of scrubby-looking timber. Only one stop on the line could be called a town, Rainy Lake. It boasted a station, a sawmill, a general store, a saloon or two, and a few cabins built of rough lumber. The station agent there gave information about cars to be picked up or empties to be set out. The rest of the stops were just sidings where tie-cutters loaded their cars. Sometimes we'd see a store and a house or two, but usually just a signboard on a post to announce the name of the spot.

Although it was early spring and a long way from deer season, we had a bountiful feed of venison steaks at noon that day, together with a couple of shovels full of fried spuds, stewed tomatoes, and pie. The parlor shack was quite a cook and had a real range to work on.

There was no danger of Brownie or me hiring out on the Rainy Lake line, although it was about as safe a railroad job as you could find anywhere. Just one crew, with the iron all their own. No train orders, no chance of waking up with a lapfull of boxcars in a cornfield meet, and no fear of letting your rear end get smashed on account of short flagging. Nothing could happen except a derailment. If that proved to be a minor one, you could simply get 'em back on the iron and forget it. If you really spread cars all over the country, the king snipe could take the rap for not keeping his track up. A king snipe, of course, is a section foreman.

Well, we trundled along all day. At times Brownie Doyle and I helped the crew to unload LCL freight and we snoozed a little in the passenger seats. After dark we stopped for a Customs inspection at the border. We had to get out and walk across the line, but the hogger obligingly slowed to pick us up at the north end of the yard.

We found Fort Gibson full of lumberjacks in mackinaws and calked boots, all of them roaring drunk or well on the way. The big log drive of the year had come that day. The "river pigs" had been paid off and they were really celebrating, cutting loose with liquor and women and general roistering after a long, long winter in the logging camps. The busiest gents in town were the bartenders.

Brownie and I inquired about westbound freights on the Canadian Pacific and found that one would leave shortly after midnight. I borrowed a battered old guitar from a saloon man and turned minstrel for a couple of hours, collecting nearly six bucks as a reward.

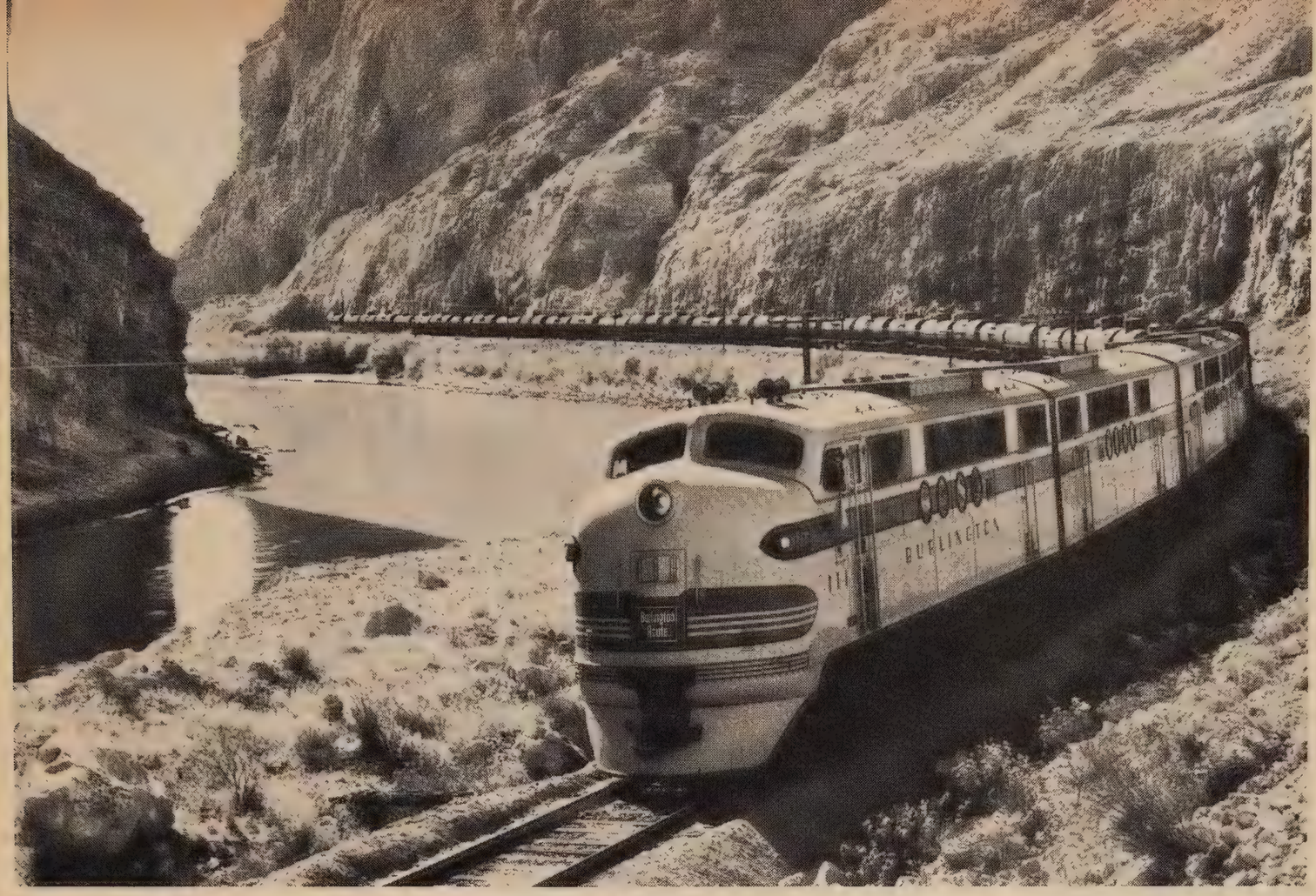
We caught that early morning freight. The train crew received us kindly and we snoozed for hours on the cushions of the crummy. And the day that the red ore started moving on the Iron Range we read all about it— in the papers at Winnipeg, where we settled down for a spell, working on the Canadian Pacific.

There isn't much point to this yarn except that it might be called a typical boomer stunt. I made quite a few similar unpremeditated moves in bygone years, and I guess that the rest of the tribe were as screwy as I was. ●

Chicago, Burlington & Quincy Railroad

(Final Locomotive Roster) Compiled by Sy Reich

Road Numbers	BN Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
100 (1st)	———	270	Mack	AW	B	23,000	60,000	1929	13
101 (1st)	———	?	Whitcomb	12-ton	B	6,000	24,000	1934	14
100-101 (2nd), 102-105	5424-5429	2500	GE	U25B	B-B	67,820	271,280	1964	
106-110	5450-5454	2800	GE	U28B	B-B	68,387	273,547	1966	
111 (1st)	———	280	Porter	44-ton	B-B	21,975	87,900	1930	4
111 (2nd), 112-115	5455-5459	2800	GE	U28B	B-B	68,387	273,547	1966-7	
100A, D-115A, D	———	1350	GM-EMD	FTA	B-B	32,500	228,966	1944	15, 1
100B, C-115B, C	———	1350	GM-EMD	FTB	B-B	32,500	228,966	1944	1, 15
116A, D-121A, D	———	1500	GM-EMD	F3A	B-B	32,500	229,005	1947	1, 2, 12
116B, C-121B, C	———	1500	GM-EMD	F3B	B-B	32,500	229,005	1947	1, 2, 12
122A, D-136A, D	———	1500	GM-EMD	F3A	B-B	32,500	229,005	1948-9	1, 2
122B, C-136B, C	———	1500	GM-EMD	F3B	B-B	32,500	229,005	1948-9	1, 2
137A, D-138A, D	———	1500	GM-EMD	F3A	B-B	57,893	233,940	1948	16
137B, C-138B, C	———	1500	GM-EMD	F3B	B-B	57,893	228,480	1948	16
140-149	5470-5479	3000	GE	U30B	B-B	67,540	270,160	1966	
150-154	5480-5484	3000	GE	U30B	B-B	68,815	275,260	1968	
150A-154A	———	1350	GM-EMD	F2A	B-B	32,500	231,277	1946	1
155A-159A	———	1350	GM-EMD	FTA	B-B	32,500	231,277	1944	1, 12
150B-159B	———	1350	GM-EMD	FTB	B-B	32,500	231,277	1944	1, 12
150C-154C	———	1350	GM-EMD	FTA	B-B	32,500	231,277	1944	1, 12
155C-159C	———	1350	GM-EMD	F2A	B-B	32,500	231,277	1946	1
160A, C-161A, C	———	1500	GM-EMD	F3A	B-B	32,500	231,277	1947	1
160B-161B	———	1500	GM-EMD	F3B	B-B	32,500	231,277	1947	1
162A, C	———	1500	GM-EMD	F3A	B-B	57,893	231,572	1948	1
162B	———	1500	GM-EMD	F3B	B-B	57,893	231,572	1948	1
163A-166A	———	1500	GM-EMD	F7A	B-B	57,893	233,940	1950	1
163B-166B	———	1500	GM-EMD	F3B	B-B	57,893	228,480	1948	1, 16
163C-166C	———	1500	GM-EMD	F3A	B-B	57,893	228,480	1948	1, 16
167A, C-169A, C	———	1500	GM-EMD	F7A	B-B	57,893	231,572	1950	1, 17
167B-169B	———	1500	GM-EMD	F7B	B-B	57,893	231,572	1950	1
170-189	3000-3019	3000	GM-EMD	GP40	B-B	68,300	273,200	1967	
201C-202C	———	1350	GM-EMD	FTB	B-B	32,500	231,277	1944	12
201D-202D	———	1350	GM-EMD	FTA	B-B	32,500	231,277	1944	12
200-239	1556-1595	1500	GM-EMD	GP7	B-B	62,525	250,100	1951	
240-252	1596-1608	1500	GM-EMD	GP7	B-B	62,525	250,100	1952	
253-267	1609-1623	1500	GM-EMD	GP7	B-B	62,525	250,100	1953	
270-289	1955-1974	1750	GM-EMD	GP9	B-B	62,417	249,666	1954	
300-324	6023-6047	1500	GM-EMD	SD7	C-C	80,400	321,590	1953	
325-344	6127-6146	1750	GM-EMD	SD9	C-C	80,707	322,827	1954	
345-374	6147-6176	1750	GM-EMD	SD9	C-C	80,707	325,683	1955	
400-411	6048-6059	1500	GM-EMD	SD7	C-C	74,470	297,675	1952	
430-439	6177-6186	1750	GM-EMD	SD9	C-C	79,076	316,306	1957	
440-459	6187-6206	1750	GM-EMD	SD9	C-C	79,033	316,133	1957	
460-468	5200-5208	2300	GE	U23C	C-C	92,437	369,747	1969	
500-515	6240-6255	2400	GM-EMD	SD24	C-C	86,660	346,413	1959	18
516-530	6457-6471	3600	GM-EMD	SD45	C-C	96,387	386,140	1969	
550-561	5630-5641	2500	GE	U25C	C-C	98,812	395,246	1965	
562-571	5650-5659	2800	GE	U28C	C-C	97,792	391,166	1966	
572-577	5660-5665	2800	GE	U28C	C-C	97,792	391,166	1966	
620-634	3020-3034	3000	GM-EMD	GP40	B-B	68,703	274,813	1968	
635-639	3035-3039	3000	GM-EMD	GP40	B-B	68,703	274,813	1968	
900-935	2036-2071	2000	GM-EMD	GP20	B-B	65,140	260,560	1961	
940-969	2217-2246	2250	GM-EMD	GP30	B-B	64,350	275,400	1962	
970-977	2247-2254	2250	GM-EMD	GP30	B-B	65,078	260,313	1963	
978-981	2524-2527	2500	GM-EMD	GP35	B-B	65,554	262,213	1963	
982-983	2528-2529	2500	GM-EMD	GP35	B-B	65,583	260,733	1964	
984-985	2530-2531	2500	GM-EMD	GP35	B-B	65,583	260,733	1964	
986-991	2532-2537	2500	GM-EMD	GP35	B-B	65,583	260,733	1964	
992-995	2538-2541	2500	GM-EMD	GP35	B-B	65,583	260,733	1964	
996-999	2542-2545	2500	GM-EMD	GP35	B-B	65,583	260,733	1964	
8900	———	270	Mack	AW	B	23,000	60,000	1929	13
8901	———	?	Whitcomb	12-ton	B	6,000	24,000	1934	14
8902	———	280	Porter	44-ton	B-B	21,975	87,900	1930	4
8903	———	360	GE	44-ton	B-B	22,000	89,000	1941	3
9100	———	270	Mack	AW	B	23,000	60,000	1929	13
9101	———	?	Whitcomb	12-ton	B	6,000	24,000	1934	14
9103	1	360	GE	44-ton	B-B	22,000	89,000	1940	
9104-9107	4, 2-3	360	GE	44-ton	B-B	22,000	89,000	1941	3
9111	———	280	Porter	44-ton	B-B	21,975	87,900	1930	4
9120	———	400	Whitcomb	?	B-B	7,200	120,000	1932	5
9121-9123	———	450	Midwest	65-ton	B-B	12,000	130,000	1933-4	2, 6, 7
9130-9135	———	600	GM-EMC	SW	B-B	50,200	200,000	1937	1
9136-9140	78-79, 76, 84-85	600	GM-EMC	SW1	B-B	50,200	200,000	1939	19
9141-9147	86-90, —, 91	600	GM-EMD	SW1	B-B	49,905	201,165	1940	8
9148-9153	92-97	600	GM-EMD	SW1	B-B	49,905	201,165	1941	
9200-9201	———	900	GM-EMC	NW1	B-B	30,600	250,000	1937	1
9203-9204	500-501	1000	GM-EMD	NW2	B-B	62,475	249,900	1940	
9205-9219	502-516	1000	GM-EMD	NW2	B-B	62,475	249,900	1941	
9220-9247	517-544	1000	GM-EMD	NW2	B-B	61,950	247,800	1946	
9248	545	1000	GM-EMD	NW2	B-B	61,950	247,800	1949	
9249-9260	115-126	1200	GM-EMD	SW7	B-B	62,000	247,325	1950	
9261-9268	127-134	1200	GM-EMD	SW7	B-B	62,000	247,325	1950	
9269-9270	160-161	1200	GM-EMD	SW9	B-B	62,000	247,325	1951	
9271-9280	229-238	1200	GM-EMD	SW1200	B-B	62,000	248,720	1955	
9281-9292	239-250	1200	GM-EMD	SW1200	B-B	62,000	248,346	1965	
9300-9301	———	1000	Alco-GE	S2	B-B	57,970	231,890	1943	20
9302-9305	———	1000	Alco-GE	S2	B-B	57,970	231,890	1944	20
9306-9308	———	1000	Alco-GE	S2	B-B	57,970	231,890	1944	20
9310-9321	574-585	1000	GM-EMD	SW1000	B-B	62,060	248,240	1966	
9350-9351	———	1000	Baldwin	VO 1000	B-B	60,405	241,620	1943	1, 21
9352-9355	———	1000	Baldwin	VO 1000	B-B	60,405	241,620	1943	1, 21
9356-9357	———	1000	Baldwin	VO 1000	B-B	60,405	241,620	1943	1
9358-9363	———	1000	Baldwin	VO 1000	B-B	60,405	241,620	1944	1, 7, 21
9364-9377	———	1000	Baldwin	VO 1000	B-B	60,405	241,620	1944	1, 7, 21
9378-9379	———	1000	Baldwin	VO 1000	B-B	60,405	241,620	1944	1, 21
9400A, B	546-547	2000	GM-EMD	TR2	(B-B)x(B-B)	125,000	500,000	1947	9
9401A, B-9409A, B	548-565	2000	GM-EMD	TR2	(B-B)x(B-B)	125,000	500,000	1949	9
9410A, B-9413A, B	566-573	2000	GM-EMD	TR2	(B-B)x(B-B)	125,000	500,000	1949	9
9900	———	600	EMC	AA	?	?	104,900	1934	10
9901-9902	———	600	EMC	AA	?	?	99,780	1935	7, 10
9903	———	600	EMC	AA	?	?	101,870	1935	10
9904-9905, 9906A-9907A	———	1800	GM-EMC	EA	A1A-A1A	?	224,840	1936	7
9906B-9907B	———	1200	GM-EMC	B	B-B	?	208,080	1936	7
9908	———	1000	GM-EMC	AA	B-B	?	201,820	1939	22



Four-unit diesel Burlington oil train winds its way along Big Horn river through Sheep Canyon, Wyo., Nov. 22, 1944.

Burlington Route Photograph

9909, 9910A-9912A	———	2000	GM-EMD	E5A	A1A-A1A	15,600	315,750	1940	2, 11
9910B-9912B	———	2000	GM-EMD	E5B	A1A-A1A	15,600	310,690	1940	2, 11
9913	———	2000	GM-EMD	E5A	A1A-A1A	21,400	315,750	1940	11
9914A, B-9915A, B	———	2000	GM-EMD	E5A	A1A-A1A	15,600	315,750	1941	2, 7, 11
9916A, B-9925A, B	9916, —, —, —, —, —, —, —, —, 9921, —, —, —, 9923	2000	GM-EMD	E7A	A1A-A1A	53,945	321,690	1945	1,2,7,20
9926A, B-9930A, B	—, 9926, —, —, —, —, 9929, 9930, 9911	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1947	1, 7, 20
9931A, B-9936A, B, 9937A	9931, 9912, —, 9913-9915, 9917-9920, 9922, —, 9924	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1949	7
9937B, 9938A-9949A, 9938B-9948B	9937-9949, 9932, —, 9933-9936, 9950-9954	2250	GM-EMD	E8A	A1A-A1A	55,910	332,345	1949-50	
9949	9925	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1947	
9960A, C-9962A, C	———	1500	GM-EMD	F3A	B-B	59,547	229,500	1947	1
9960B-9962B	———	1500	GM-EMD	F3B	B-B	59,547	229,500	1947	1
9964-9969	9964-9969	2250	GM-EMD	E8A	A1A-A1A	55,910	331,513	1952	
9970-9977	9970-9977	2250	GM-EMD	E8A	A1A-A1A	55,806	331,513	1953	
9985A-9989A, 9985B-99849	9985-9989, 9980-9984	2400	GM-EMD	E9A	A1A-A1A	55,806	332,060	1955-6	
9990-9995	9990-9995	2400	GM-EMD	E9A	A1A-A1A	55,806	332,069	1954	

Burlington Roster Notes

Roster is based on data from BN asst. director of public relations, C&S mech. supt., FW&D mech supt., and SCL asst. vice president—equipment, and is accurate as of the time of the BN merger.

Abbreviations used: BN, Burlington Northern; HP, horsepower; GE, General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors—Electro Motive Corp.; Alco-GE, American Locomotive Co.-General Electric Co.; EMC, Electro Motive Corp.; wheel arngt., wheel arrangement. The tractive effort and weight are in pounds.

(1) These units were sold to GM-EMD: 105A, B, C, D—115A, B, C. D; 117C; 118A, D; 120A, C, D; 121C; 122A, B, D; 123A, B. D; 124C. D; 125 A, B; 126B, C, D; 127A, B, D; 128D; 129A, B, C, D; 131A, B, C. D; 132A; 133A. B; 134A, B, D; 135A, B. C, D; 136A, B, C, D; 150A, B, C—169A, B, C; 9130-9135; 9200-9201; 9351-9354; 9356-9359; 9362; 9364; 9368 - 9373-9378; 9920B; 9921B; 9923A; 9924B; 9929A; 9960A, B, C—9962A, B, C.

(2) These units were sold to GE: 116A, B, C, D; 117A, B, D; 118B, C; 120B; 121A, B. D; 122C; 123C; 124A, B; 125C, D; 126A; 127B; 128A, B, C; 130A, B, C, D; 132B, C, D; 133C, D; 134B; 9123; 9912A, B; 9915A, B; 9920A; 9922B.

(3) 9107 renumbered 8903.

(4) 111 (1st) renumbered 9111 (7/33), then 8902 (5/52); scraped (10/65).

(5) 9120 sold to Newark Farmers Grain Co.

(6) 9121 was sold to U.S. Army Quartermasters Corps, renumbered 7196 (10/12/41); then U.S. Army Transportation Corps 7196; then Stockton Terminal & Eastern 10 (3/47); then scrapped (10/26/59).

(7) These units were scrapped: 9122, 9360, 9365, 9902, 9904-9905, 9906A, B—9907A, B, 9914B, 9917B, 9922A, 9926A, 9927A, 9932A, 9936B, 9939B.

(8) 9146 sold to Colorado & Southern, renumbered 155; then sold to Fort Worth & Denver, renumbered 601 (2nd) (4/28/59).

(9) 9400A, B—9413A, B converted to NW2's. 9400A ,B were originally GM-EMD demonstrators 912A, B; than CB&Q 9400A, B.

(10) 9900 loaned to and on display by Chicago Museum of Science & Industry. 9901 destroyed by fire (1944). 9903 sold to Frank Doshnec, is on display at Mt. Pleasant, Iowa (1960).

(11) 9909, 9910A, B—9911A, B, 9913, 9914A were sold to C&S, renumbered 9953, 9951A, B—9952A, B, 9954-9955; then were sold to GM-EMD.

(12) 119A, B, C, D were sold to C&S, renumbered 703A, B, C, D; then sold to GM-EMD.

(13) 100 (1st) renumbered 9100 (10/39), then 8900 (10/40); scrapped (6/52).

(14) 101 (1st) renumbered 9101 (10/39), then 8901 (10/40), then sold to Empire Timber Treating Co.

(15) 100A, D—104A, D were renumbered 150C-152C, 201D, 153C, 202D, 156A-159A (7/46). 201D-202D were renumbered 154C, 155A (8/46). 100B, C-104B, C were renumbered 150B-152B, 201C, 153B, 202C, 156B-159B (7/46). 201C-202C were renumbered 154B-155B (8/46).

(16) 137A, D—138A, D were renumbered 163C, 164A, 165C, 166C (6/50). 137B, C—138B, C were renumbered 163B-166B (6/50).

(17) 168A assigned BN 796, but this unit was sold to GM-EMD before renumbering.

(18) 508 scrapped (3/70) before being renumbered.

(19) 9138 sold to Missouri & Illinois Bridge & Belt, renumbered 100 (2nd) (12/62). M&IB&B was dissolved in 1969, but the unit was not renumbered until after BN merger.

(20) These following units were sold to Precision Engineering through GE; then scarpped: 9300-9308 (5/69), 9916B, 9917A, 9918A, B, 9919A, B, 9924A, 9925A, B, 9927B. 9928A, B.

(21) 9350, 9355, 9361, 9363, 9366-9367, 9369-9372, 9379 sold to GE (3/67); then to Seaboard Coast Line, renumbered 85-95. SCL 91 scrapped (12/69). SCL 92-93 sold to Precision Engineering (9/69).

(22) 9908 donated to National Museum of Transport.

BOOKS of the RAILS

by GORTON T.H. WILBUR

400,000 MILES BY RAIL, by Burt C. Blanton, 84 pages, 8½x11″, hard cover, photos, index; Howell-North Books, 1050 Parker St., Berkeley, Calif. 94710, $8.50.

The author of this excellent nostalgic book, we are told, has ridden every important passenger train in the country in a period of over 60 years, beginning with the *20th Century Limited* in 1903. His *400,000 Miles by Rail*, with 200 illustrations, portrays the glorious days of rail passenger service. As an industrial consultant, he has traveled and crisscrossed the country, earning the Howell-North sobriquet, "professional passenger." While Blanton holds a special fondness for his native Texas and such trains as the *Katy Flyer, Sunshine Special, Sunbeams, Hustlers* and *Owls*, he is unstinting in tales of enjoyment on the *California Limited*, trips over the Rio Grande's picturesque narrow-gage, among many others.

THE SEARCH FOR STEAM, by Joe G. Collias, 360 pages, 8½x11″, hard cover, photos, index; Howell-North Books, $15.

Be sure to write a note to Santa Claus about *The Search For Steam*. Here in 420 tremendous pix, five in full color, by some of the greatest rail photographers, is a true cavalcade of steam in action. This is a companion piece to his *The Last of Steam*, published in 1960. At that time Joe thought he had exhausted most of the available good photos, but here, 12 years later, he comes up with another great book. It takes you on thrilling rides up Sherman Hill, Saluda grade, logging operations of the SP's twelve-wheelers, roundhouse scenes, and countless other odysseys that almost have you combing cinders out of your hair. We like it.

Robert J. Linden, Lansdale, Pa.
Observation end of car 1178 on Jersey Central's once-great train *Blue Comet*.

THE RAILROAD THAT RAN BY THE TIDE, by Raymond J. Feagans, 148 pages, 8½x11″, hard cover, photos, rosters, maps, drawings, timetables; Howell-North Books, $7.50.

Steam rail and steamboat fans can meet on common ground here. To me there is always something Americana about a short line. This is true, for example, of the Ilwaco Railroad & Navigation Co. which served the communities of the North Beach peninsula at the mouth of the Columbia River in Washington at the turn of the century. Its schedules were tailored to meet the vessels at its northern and southern terminals, which could land only at high tide. Those clams and oysters that they hauled in non-pollution days, seafood devotee that I am, are more than enough to sell the purpose of this little narrow-gage pike.

NARROW GAUGE RAILWAYS OF CANADA, by Omer Lavallée, 112 pages, 9¼x12½″, hard cover, photos, rosters, timetables, maps: Railfare Enterprises Ltd., Box 1434, Station B, Montreal 101, Quebec, Canada, $11.95.

Long overdue is such a book as this. Omer Lavallée, who is one of our *Interesting Railfans*, has produced a gem. Nothing is taken away from the smaller gages that you find in Colorado and Maine rail folklore. Omer loves every mile he has ever been on. He notes that Canada actually still has North America's largest network of narrow-gage lines: Canadian National's Newfoundland lines, the White Pass & Yukon Route, and the Grand Falls Central. And did you know that Ontario was the birthplace in July, 1871, of the first narrow-gage steam public railway in North America? Or that a slim-gage tram ran from Chateau Lake Louise, connecting with Canadian Pacific passenger trains? Two dozen different railway systems, including trolley lines, with 128 rare photos, some never before published, are featured in this splendid book. Its coverage of the WP&YR alone is worth the price.

MILWAUKEE ROAD WEST, by Charles R. and Dorothy M. Wood, 192 pages, 8½x11″, hard cover, photos, maps, timetables; Superior Pub. Co., 708 Sixth Ave. North, Seattle, Wash. $14.95.

You're not out of the Northwest railroad woods until you read this latest by Charles and his wife. Their romantic sagas of the Great Northern in *Lines West* and the *Northern Pacific* also made good reading. In *Milwaukee Road West* we have another fascinating rail trip, visiting such off-beat places as Harlowton, Janney and Bonner Jct., Mont.; Avery, Idaho; and Othello and Beverly Jct., Wash., in steam and juice. The book is smooth in text and filled with satisfying pix. To our regret, you can no longer board a Milwaukee train for the Northwest Kingdom. It must have been fun to do so.

THE PIKE'S PEAK COG ROAD, by Morris W. Abbott, 176 pages, 9x11¼″, hard cover, photos, maps, drawings, rosters; Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $12.95.

This is the latest and probably best book on Colorado's erstwhile Manitou & Pike's Peak R.R., latterly known as the Cog Road. It is an intensely human story of struggle and triumph in the Colorado tradition. Tourists, the lifeblood of its continued operation, find today a first-class operation, modern in physical plant, equipment, and management. Over a million passengers, including your reviewer, have ridden this engineering marvel since its construction to the summit of 14,000-foot Pike's Peak some 82 years ago. Last month we showed you a couple of photos taken at autographing party for this book, atop the peak itself.

DEMOCRACY'S RAILROADS, by Robert J. Parks, 261 pages, 6¼x9¼″, hard cover, maps, drawings; Kennikat Press, Inc., 90 S. Bayles Ave., Port Washington, N.Y. 11050, $12.50.

Here is a new slant on early Michigan railroading. It gets a bit weighty at times, but Professor Parks' comprehensive treatment of the state's efforts to create a public-owned railroad and canal network from 1825 to 1846 fills an important gap in the literature of this field. Because of the state's early choice of this major transportation medium, the book adds significantly to our knowledge of pioneer railways.

HIGH IRON '72, edited by Howard Pincus, 64 pages, 8½x11″, soft cover, photos; Quadrant Press, Inc., 19 W. 44th St., New York, N.Y. 10036, $2.

This is another in the interesting annual *High Iron* publications on mainline steam activities in the U.S. and Canada. Our old favorite, CNR 6218, is featured, along with Nickel Plate 759, Southern Ry. 750 and 722, UP 8444,

CPR 972, and Reading 2102. The author's photography is already well known to our readers.

NARROW GAUGE TO CUMBRES, by Doris B. Osterwald, 42 pages, 8½x11", soft cover, photos, maps; Western Guideways, P.O. Box 15532, Lakewood, Colo. 80226, $2.50.

The author of *Cinders and Smoke* comes up with a nice pictorial history of the new Cumbres & Toltec Scenic R.R. in the Rockies. While some of the pix could be sharper, railfans planning on riding this colorful little line next season should go armed with a copy. And those who rode it this year will relive some happy hours.

RAILROAD CAR JOURNAL, No. 4, 41 pages, 8x11½", soft cover, photos, drawings, index; Kratville Publications, 516 Farnam Bldg., Omaha, Nebr. 68102, $3.50.

This quarterly series is a *must* for the freight car aficionados. No. 4 is a comprehensive account of cabooses covering construction, appliance, installation, painting, and heralding from short lines to the big roads in the U.S., Canada, and Mexico. Other issues dealt with open and covered hoppers as well as refrigerator cars. Model railroaders will find all of them helpful.

Historical Publications

***The Railroad Enthusiast, Summer and Fall, 1972*, edited by Frank Kyper, 32 pages, 6x9", soft cover, maps, photos, rosters, timetables; issued by The Railroad Enthusiasts, Box 244, Malden, Mass. 02148, 50¢ each; free to members. As a New Englander, your reviewer enjoys such articles and pix in this issue as Orchard Beach branch of the B&M, Old Colony Division of the New Haven, Providence & Worcester R.R., and the Grand Trunk. But since the Enthusiasts have divisions in other parts of the country, articles about their areas also might make for better balance.**

***Bulletin 37, No. 3*, National Railway Historical Society, edited by William C. Wagner, 32 pages, 6x9", soft cover, photos, maps, chapter notes, book reviews; members $4, associates $4.50. This issue features a look back on "The Wreck of the Old 97" and railways in Portugal. Railfans never seem to tire of reading about "97" and the folklore that has filtered down through the years as a result of the disaster at Danville, Va., in 1903.**

***B&M Bulletin Vol. 1, No. 4*, Boston & Maine Historical Society, Box 302, Reading, Mass. 01867, edited by Clark H. Gabriel; 16 pages, 8½x11", soft cover, photos, drawings; 75¢ each, $3 a year. This *Bulletin* presents an interesting article by Walter E. Lenk on "The Birth of the B&M," covering March 15, 1833, to Jan. 1, 1842. The editors say they are running low on material for future issues. B&M's well of railroadiana should never be allowed to run dry.**

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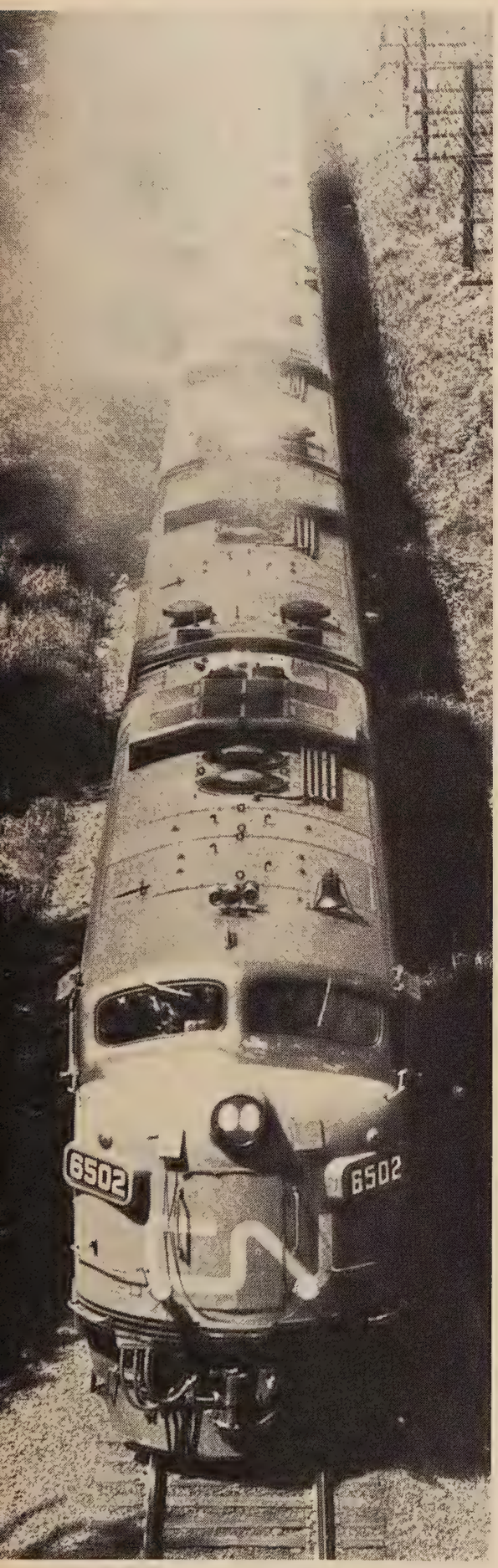


C.N.R. Super Continental highballing eastbound from Vancouver, B.C. for Montreal via Jasper and the prairie.

Photograph by Dykstra

Trackside in the Diesel Age:

COLOR SCHEMES

by ELLIOTT KAHN

YEARS AGO, when most *Railroad* readers were steam fans, a comment often heard was that if you saw one diesel engine you saw them all—although, of course, there were many variations, including the paint styles. Today, paint styles are an interesting aspect of diesel lore. Very few large roads have not had at least ten variations or color combinations on their diesels since they first acquired such units in the 1930's and '40's. Even today you can see locos on some roads in six or eight paint styles running around the property.

Certain types of power on the same road have dissimilar "war paint." This refers to switchers and road units or possibly cab-type units and road-switchers. For example, the Illinois Central Gulf, whose only cab units thus far have always had passenger E types, although they may get more because the GM&O merger is now effective. These have invariably displayed the passenger livery of orange, brown, yellow, and black.

On the other hand, their road-switchers and switchers were first all black with a green diamond herald—which came some years after first switchers showed up—and later an orange/white/black combination. Of course, the IC also had special paint jobs on early units such as the *Green Diamond,* and over the years their standard color units have gone through a metamorphosis of lettering and paint schemes even in same colors, as any long-time viewer of the road knows.

Among the many roads which had different colors for passenger and freight power are the Santa Fe, New York Central, Pennsylvania, Erie, Burlington, Southern, Florida East Coast, Seaboard Air Line, Southern Pacific, Frisco, Milwaukee, Chesapeake & Ohio, Rio Grande, and even the small Monon, to name only a few of them. Some systems still have different colors for freight and passenger units.

Mergers have created a great many types of paint styles and makeshift ones on various roads. So has the purchase of used equipment, which adds much variety to roads that used to have little variety. Perhaps the champion for variety of styles and especially for the number of such units operating at one time is the Louisville & Nashville. Back in the steam days, the L&N was conspicuous for its rather drably painted power. It was, perhaps, the first system to paint freight cab diesels all black, with a little gold lining and a red and gold herald.

But by the early 1950's the L&N, nicknamed "The Old Reliable," was one of the few roads to have separate paint schemes for its switchers, its diesel helpers, and its passenger locos; and even then it had variations of styles among them which sometimes came with the arrival of new power.

By the 1960's the L&N had at least four paint styles on its passenger diesels, five on freight, and four on switchers. Today it has adapted even newer styles, though using some of same colors. For example, a number of L&N units now have all-yellow noses, and plus its red herald on the front of the nose, instead of on cab sides as once was case.

Just now the Santa Fe is getting some U-36B type engines from General Electric. They are being delivered in two different styles, though the colors used are much the same on both. The Santa Fe also is trying its new "war bonnet" effect on older classes to see how it looks. The new coloration is shaped somewhat like the old red and silver war bonnet style applied to its U-28CG and FP-45 passenger units of a few years back, except that it is the usual freight contrast of blue and yellow. From the side, the design is shaped like an Indian chief's bonnet.

New paint schemes have become almost a monthly occurrence. "Think green," might be the story behind the new paint styles on the Western Pacific and even on the Katy, which in the past was best known for its red engines. Now a small road, the Bangor & Aroostook, is about to use a new image in paint. BAR plans to paint its GP-type engines with a gray body, black roof, orange handrails and cab, and silver underbody. However, *if* any of its old F-3 or BL-2 engines are

Louisiana Southern 503, ex-U.S. Army 8496, at New Orleans in Sept. '48. The Whitcomb 65-ton, 550-hp unit had a short six months on this little short line before being resold elsewhere. Southern Railway currently operates the line.

Louisiana Eastern Ry. 7, ex-U.S. Navy, ex-Morse Ore & Gravel Co., shown in January '67 at Amity, La. The 44-ton Vulcan was still in its gray colors that it had while serving Navy. Many diesels have been in armed services.

St. Louis-San Francisco No. 554 RS-2éGP-9 at Pensacola, Fla., in May 1968. It was originally an Alco and rebuilt with a GM motor.

Louisville & Nashville No. 2292 is a GM (Electric Motive) SW-9 diesel, still with GM motor, but its wrecked hood is that of a scrapped RS-3 Alco job.

All photos by Elliott Kahn, 58 Verbena St., Clearwater Beach, Fla.

repainted, they will still be left in current blue but with a new herald. These old units have already had three different paint styles in their lifetime.

If you ask the average fan which was the earliest color used on his favorite road's first diesels, he will probably be at a loss for an answer, or may give you a wrong answer. Most early owners of diesels did not paint them much differently from their steam power of the period, usually black with white or gold lettering, whichever the roads used, and not even an insigne. Such was the case on first units (all switchers) on the SP, Pennsy, and Boston & Maine, although B&M did paint its herald with the road name as it did on steam power in those days. Also the Burlington, B&O, Lehigh Valley, CNJ, Erie, Lackawanna, NYC, Illinois Central, Soo Line, Monon, Reading, NKP, Wabash, WP, Rock Island, D&RGW, Kansas City Southern, and Santa Fe.

Several others, like the Southern, also stuck to black but did not have zebra black-and-white safety stripes on the pilot or even a black-and-white emblem. Missouri Pacific also had the safety stripes but no herald. A few roads, though, had bright colors from the very first: such as the Gulf, Mobile & Northern (later GM&O), which boasted a silver-and-red style, and the Milwaukee Road, orange and black.

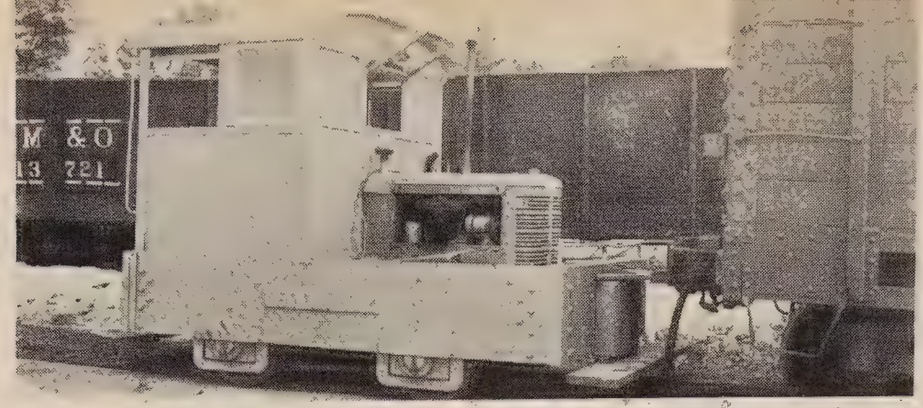
How many readers remember that the FT units of the Cotton Belt (SSW) were delivered in gray-and-yellow paint with blue trim? Who can recall seeing Long Island F-M units in gray and white, or both passenger engines and switchers of the Atlantic Coast Line flaunting a gaudy purple and white, with a black underbody? Maybe you can recollect when the New Haven bought fifty DL-109, 110 type diesels for use interchangeably on passenger and freight runs and painted them in the Pullman green hues of its electric power, with gold striping.

How many fans ever saw the L&N's Alco road-switcher in its baby-blue paint dress? Are you aware that the Texas Mexican painted its first switchers in an orange-red and white combination, with dark green underbody, while its road units (box-cab Whitcomb locos) wore a drab Army olive green? The Jersey Central at one time painted its road power blue, with orange trim and orange lettering.

Have you forgotten that the first Santa Fe paint style, on its switcher types, was black with silver zebra stripes on the pilot, around the frame, and on the nose, and back of the cab? Or how about the earliest diesel switchers of the Grand Trunk Western that displayed a modest dark gray, with a bright red herald on their cabs? All in all, the color story of America's railroad diesels could fill a sizeable book.

ANOTHER change that time has wrought on the diesel is rebuilding, which is one of the reasons why steam power is, or was, so interesting. Locomotives really began to take on personality after the roads' shop foreman got them into the shops for alterations. But if you think that the same thing hasn't happened to diesels, you are very much mistaken. Today we have models of locomotives that the builders probably never dreamed of—such as chopped-nose Baldwins, GP-7's, units of one builder with the hoods of another, and so on.

Many of the changes are less drastic. One common change occurred on the early F types put out by Electro Motive. These engines were delivered with a very small number box on each side of the nose; but over the years most of them got much bigger number boxes and larger-size numerals within the box. Other changes on the E and F type units that have become commonplace are the removal or blanking out of doors or windows in the sides of the units. Most E type units of the Erie



Kivett & Reel, Inc., little 8-ton Brookville at Sun, La., in April '58. Small diesel, shorter than a gondola, is painted light green and yellow.

Collection of Elliott Kahn

Lackawanna or the L&N now have solid sides unmarked by the four porthole windows with which these units were delivered. The Rock Island rebuilt some of its F units so extensively that we hardly realize they were not much later in origin, as they had blank sides and large number boards, and some even had the stainless-steel grill at the top of the side of F-7-9 units.

One of the Atlantic Coast Line's many E-6 type units was wrecked so badly that the whole front end had to be replaced. When it came to the Seaboard Coast Line two years ago, to end its day, it looked unlike any other E-6 on the line, as it had a complete E-8 nose section. This same thing has happened to many units. Recently, one of the SP's big Alco 628 units on lease to the L&N also was damaged severely in a wreck and was rebuilt with the low hood of a GE unit.

The L&N itself has one of the strangest-looking diesels on its roster. Its SW-9 type, No. 2292, was involved in a smashup in the Louisville area and was rebuilt in the road's South Louisville shops with an entire hood from one of its retired Alco RS-3 units. As such, its paint job of gray and yellow also is non-standard. This oddity still works around Louisville.

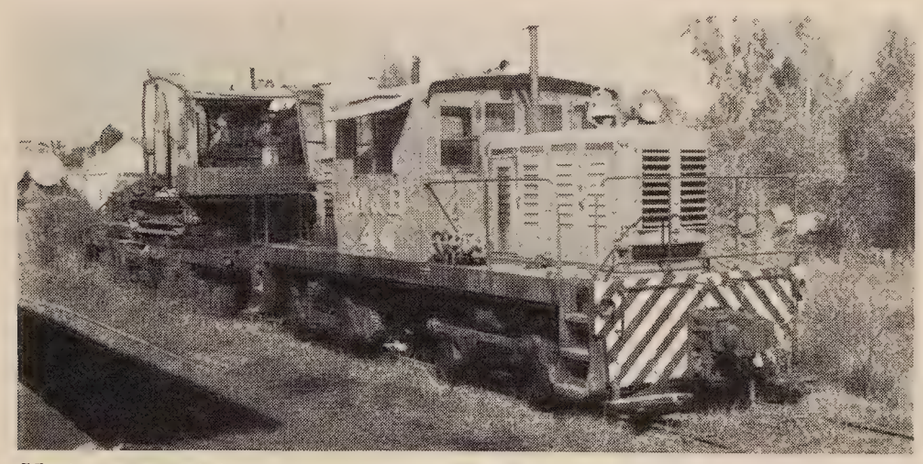
Many roads have what your author chooses to call "half man, half woman" units. Usually these are rebuilds of old Alco or Baldwin units with General Motors diesel engines plus GM hoods over the engine sections. Among the roads that had—or now have—such locos, mostly switchers and a few road-switchers, are the Frisco, SCL, Rock Island, Santa Fe, Reading, M-K-T, Nickel Plate, C&NW, Union and Elgin, Joliet & Eastern.

Numerous other roads have placed various motors within machines unlike the original, with some unsightly bulges, new exhaust pipes, or modifications from outside; but still much of the lines of the original units remain. Such processes are still going on with old engines being given new prime movers.

This past August in the SCL's Uceta shops at Tampa, Fla., veteran Baldwin VO-1000 unit No. 105 was given a GM diesel motor, new manifold pipes extending slightly above the hood, and a modified radiator. Still other units of now-orphaned makes are losing their prime movers but are being rebuilt, usually without cabs but with the traction motors left on in slug units which can be used to give more traction at low speeds or braking capacity.

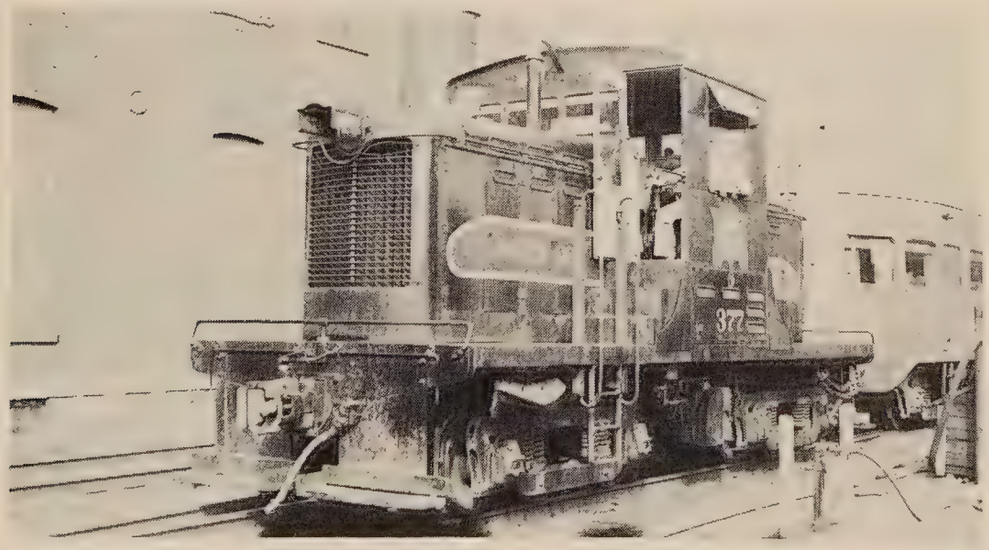
In fact, a booming market for this type has caused the emergence of a new manufacturer, the Railway Supply Co. of Alabama, to enter business in the unlikely spot of Montgomery primarily just for this operation in rebuilding. A number of old Alco and Baldwin units already have been converted to slugs by this firm, chiefly for the L&N and SCL. Thus the last chapter of life of many old units remains to be written.

I have now covered color schemes and rebuilding. My next article will deal with lesser-known locomotive builders. ●



Marianna and Blounstown No. 44 idling with crane at Blounstown in Nov. '71. The Whitcomb was painted bright apple-green with yellow lettering.

Photograph by Riley Kinney



Rock Island 377 still has old RI colors of black engines with red emblems and *Route of the Rockets* in red along its side. Seen in Des Moines in 1949.

Photograph by Don Christensen

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Why did Canadian Pacific prefer ordinary tenders for their steam locos, while the Canadian National used many cylinder-shape (Vanderbilt) types?***

Much can be said for both types. Advantages claimed for the Vanderbilt tender include better weight distribution, economical construction, and less weight; but the CPR, like many other roads, evidently didn't think these advantages were either actual or important enough to warrant their adopting such tenders.

2 ***Explain the two different types of railroad retirement disability annuities.***

The first is based on disability for all employment (total disability) and is payable at any age under 65 to employes with at least 10 years of service. The second is based on disability for a person's regular job (occupational disability), payable at any age under 65 to employes with at least 20 years of service as well as to those aged 60 to 64 with 10 to 19 years of seniority. An employe must also have a "current connection with the railroad industry" to get an annuity for occupational disability.

3 ***When were automatic air brakes adopted for general use in the Middle West?***

Some passenger trains used them as early as the 1870s. Such brakes found steadily wider acceptance, so that by 1890 they were commonplace. While some roads used them experimentally on freight equipment, they were not generally adopted until after the famous Burlington brake tests in the late 1880's.

4 ***(a) Why did most steam switchers have no pony trucks? (b) Recently I saw a photo of a steam loco with a flexible boiler. Why, how, and when was such an engine operated?***

(a) To make their entire weight available for adhesion, thus insuring a quick start with heavy loads. The biggest function of a pony truck, to guide the movement of the loco at speed, was unnecessary in a railroad yard. (b) In 1910 and 1911 Baldwin built six 2-6-6-2 types for the Santa Fe whose boilers were made in two parts and connected by means of a universal joint arrangement. The separate sets of driving wheels were rigidly attached to the boilers, and with articulated boilers the engines could take the curves. However, they failed to be a practical success; and later articulated types reverted to the rigid boiler and flexible leading truck.

5 ***Where did the AS operate?***

No doubt you mean the Arizona Southern. Opened in 1904 from Red Rock to Silverbell, Ariz., 21 miles, it has been abandoned for some time.

6 ***Did steam boilers ever explode in head-on collisions?***

It all depends upon what you mean by boiler explosion. Very often the boiler was so battered that steam and water issued from it in several places with an explosive-like effect. But if an engine went through a cornfield meet without piercing her boiler shell, splitting a seam, and weakening its sheets, the impact itself wouldn't cause the boiler to explode. Explosions were due to insufficiency of water in the boiler or excessive pressure.

7 ***Have you the words to a favorite of mine, "Old-Timer"?***

Yes, here it is by James Shankland:

A hobo sat in the waiting room
With a shaggy and bowed-down head.
The porter poked at him with a broom
And found the poor man was dead.
Only a hobo, so the papers read,
Who'd wandered in out of the cold;
But a hundred things they could have said
Of the man who was ragged and old.

As a boy he cleaned the signal lights;
'Way back when the road was young;
Through rain and snow and the cold that bites
He saw they were properly hung.
Early and late in the shops he worked
When first he became a man,
And never a job he dropped or shirked
But; "I'll do it, sir, if I can."

The day he climbed in the cab, I'll swear,
Was the happiest day in his life.
That hog became his special care
And he loved her more than a wife.
The years rolled on, as they always do,
While older he grew and gray,
And ever as strong as steel, and true,
He made his run day after day.

They set him down upon the ground
When his eyes began to fail;
And then for years he hung around
To hear the singing rail.
And so he died today, I read,
A hobo left all alone,
As though his dying were a deed
For which he should atone.

8 ***Where were the Milwaukee's largest steam roundhouses located?***

Their largest, at Minneapolis, Minn., had 46 stalls each from 65 to 100 feet long. There were two at Milwaukee, Wisc., one with 42 stalls, each 71 to 92½ feet long, and the other with 36 stalls, from 85 to 111 feet. The La Crosse, Wisc., roundhouse had 37 stalls of from 67 to 96 feet.

9 ***Weren't plans made for a transcontinental rail system long ago?***

Indeed, they were. The Western Pacific, incorporated in 1903 and opened in 1911, was intended to be one of the links in a great transcontinental system consisting of the Denver & Rio Grande, Missouri Pacific, Wabash, Wheeling & Lake Erie, and Western Maryland, and some connection between Pittsburgh, Pa., and Wheeling, W. Va. It was George Gould's dream of a railroad empire, which nearly materialized but collapsed before Gould could get the WM to bridge the final gap in his ocean-to-ocean system.

10 ***Tell me about the Besler steam engine used by the New Haven railcar.***

At one time the New Haven was the only road in the country to operate a Besler. Its unit, powered by a Besler motor, used a continuous-flow, non-water-level boiler which produced steam at 1200 lbs. pressure. Mounted in the front compartment of the train or car, the boiler occupied very little space. The motive power itself, mounted on the truck, consisted of two direct, two-cylinder, compound engines connected to an extension of an axle stub. The high-pressure cylinders were 6½x9", and the low-pres-

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sure, 11x9". The complete power plant was said to weigh about half as much as a diesel-electric locomotive of the same capacity.

11 ***Information, please, on the old Statenville Railroad of Georgia and the Valdosta, Moultrie & Western.***

Organized in 1906, the Statenville had one loco and one car. The VM&W was chartered in 1909 and began operating in 1910 between Valdosta and Moultrie, Ga., 42 miles. In 1916 it had two locos and 20 cars. Both roads were abandoned long ago.

12 ***Is it true that a German electric car achieved a speed of 130 miles an hour back in 1903?***

It did, on a 14-mile military track between Marienfelde, near Berlin, and Zossen. Two specially-built cars were used in the trial runs. Each weighed about 100 tons, since great weight was thought necessary to hold the rails; and each had four 250-hp motors mounted on two six-wheel trucks. Although they looked somewhat like streetcars, they did not use trolleys, but got their 15,000 volts through six arms swinging on two upright masts attached to each car top. Incidentally, the tracks were equipped with guard rails to help prevent derailment and to strengthen the road. On Sept. 20, 1903, one of the cars attained 112 mph, and on Oct. 6th it made 126 mph. Finally, on Oct. 23rd, the General Electric car (the other was a Siemens-Halske job) achieved 130.5 mph! The second car followed a few minutes later: top speed 128.5 mph.

Running Extra

In reply to an inquiry about the meaning of the letters "D-F" on some boxcar doors: The "Cushion Underframe" and "Hydro-Cushion" boxcars (also "Shock Control" cars) are often marked "D-F" to designate the cars as "Damage-Free."—J. E. O'Connor, Asst. Supervisor-Track, Penn Central, Weehawken, N.J.

When did the Canadian Northern and Grand Trunk Pacific reach Yellowhead Pass in the Canadian Rockies while laying rail toward the Pacific Coast?—Christian Meyer, 113 Delaware Ave., Albany, N.Y. 12202.

What were racehorse names assigned to E-unit locos of the Frisco Railroad?—James Younger, 1234 North Conowingo Rd., Bel Air, Md.

I have a few plastic calendar cards for 1959 and 1960 which we printed for the Texas & Pacific. Will some reader give me a brief history of this road?—Frank G. Griffen, American Railroad Historical Group, P.O. Box 151, Hilton, N.Y. 14468.

A reader asked about the record *Railroad Runs Thru the Middle of the House*. The loco mentioned was a Pennsy job passing through Richmond, Ind., back around 1937. The words were sung by, I believe, Rosemary Clooney. It was 78 rpm disc used by Gennett Record Co. in the 1930's. Also of interest to rail record fans is the C&O switcher said to be heard on one of the famous Bix Beiderbecke jazz records.—Frank Summers, 205 Virginia Ave., Richmond, Ind. 47374.

Someone inquired about the tunnels between Denver and Salt Lake City. Their total length is 56,385.8 feet, or 10.68 miles. A breakdown is: tunnels 1 to 30, 16,214 feet; Moffat, 32,788.8 feet; tunnels 34-42, 1812 feet; Dotsero Cutoff, 1762 feet; Glenwood Canyon, 1737 feet; and the rest, 2072 feet. These figures come from *Condensed Profile of D&RGW Ry.*, March 1, 1961.—Barry R. Silver, 2323 DeSoto Rd., and Robert R. Harmen, 1510 Crestmoor Dr., both Pueblo, Colo. 81003.

Any data available on cars owned by Wells Fargo & Co.? In 1914 they had a total of 158 reefers and ventilated cars. Would like specs, photos, and paint colors of them. Also wanted are rosters of self-propelled gas-electric, oil-electric, diesel-electric, gas-mechanical, etc., passenger cars, such as Brill, Pullman, GE, St. Louis, McKeen, Hall-Scott, etc., of all railroads in U.S. and Canada. This would be on single cars, or fleets, specs, builder, builder's number, date built, date scrapped, sold, etc. I am trying to make up a complete list for publication.—Stanley T. Borden, 378 23rd Ave., San Francisco, Calif. 94121.

What was the date of the Jersey Central's *Blue Comet* wreck at Chatsworth, N.J.?—Dr. Walter A. Brower, 47 Rockleigh Dr., Village on the Green, West Trenton, N.J. 08628.

Anyone know what happened to all the ex-mainline EL passenger cars that had been stored at Port Jervis, N.Y.—Edward J. Zach, 210 Andrews

St., Dunmore, Pa. 18512.

Two abandoned steam locos are, or used to be, on the shores of Eagle Lake in Maine. Who knows their history?—Brad E. Smith, 3375 S. 87th St., Milwaukee, Wisc. 43228.

I need specifications of Canadian National's 5700-series coaches.—Henry R. Korman, 3050 Maryland St., No. 5, Longview, Wash. 98632.

Has Union Pacific still got any 1-30 gas-turbines in service? If not, when were they retired?—Bob Warrick, 11417 N. Mission Rd., R-3, Clare, Mich. 48617.

Any list available of former magazines, periodicals, newsletters, etc., that carried articles and pix of trains? —Gary Walker, 834 N. 15th Street, San Jose, Calif. 95112.

I've often wondered: when a fireman was shoveling in the diamonds, in the old days, could he be thrown into the fire if the brakes were suddenly slammed on? Did it ever happen?—L. Rusch, Glenham, N.Y. 12527.

Recently I acquired a railroad lock with the initials T.C. & RR; what did they stand for?—R.S. Cooper, 11810 Arden Ave., Cleveland, Ohio 44111.

Where are cabooses available?—Fred C. Emerson, Old Main Rd., Worthington, Mass. 01098. (Ed.: Canadian National has some wooden, steel-underframe cabooses for sale at about $600 each plus delivery cost. Having been used in the North, where temperatures have been known to drop to 50 below, they are tight and well built. Contact CN's Purchases and Stores Dept., P.O. Box 8100, Montreal 101, Que., Canada.) ●

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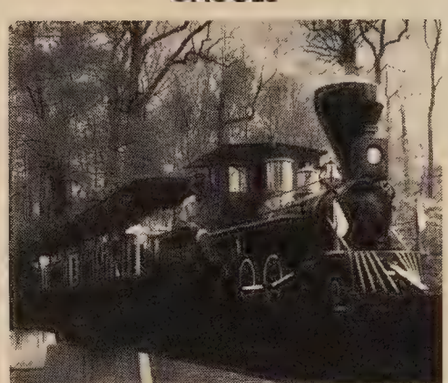

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SEVERAL cars in the B&O's Camden Station in Baltimore, Md., were broken into and burglarized last August and 24 folding Pullman chairs were stolen from two of them, the *Allegheny* and the *Schuylkill,* and the cars' interiors were destroyed. These cars were in fine condition, awaiting sale. At the same time and in the same depot, seats were taken from some good equipment owned by Railroad Passenger Cars, Inc., an organization that rents its fleet of cars mostly for fantrips.

These robberies might not have been perpetrated if there were no market for stolen goods in the railfan community, although we can't be sure of that. Prospective buyers should question the sources of railroadiana before purchasing them. If they refuse to buy items of which they are suspicious, dealers would have less reason to acquire such articles and there would almost certainly be fewer thefts of railroadiana.—David L. Hankey, 836 Mill Creek Rd., Arnold, Md. 21012.

The annual business meeting of the Tourist Railway Association, Inc., coming up Nov. 10-11-12 at Milwaukee, could turn into a lively question and answer session. Despite assurances from John P. Killoran, director, there appears to be some disagreement on the Association's dues and fees. John has stated that the intent of the Board of Directors, which met in Lebanon, N.J., on July 15th, was to reduce membership costs while keeping in mind the minimum fiscal needs of the group in its "start-up" year.

Under the initial proposal, a staggered dues structure based on income was suggested, with a minimum yearly dues of $150 and a maximum of $500. This proposal failed, due to lukewarm member support. The basis adopted in Lebanon set a straight, uncomplicated $125 payment for 1972 dues, plus the initiation fee of $100 but with this raised to $150 after September first.

The old railway station in Somerville, Ontario, came back to life during recent weekends in nearby Milton, with the Toronto Live Steamers presenting the action. Early this century the small depot sat along the old Toronto-Guelph line and served passengers until 1934. Then it was used as a chicken house. Last year the live steamers bought the old building and moved it to their model railway tracks at Milton. For Chester Brown of St. Catherines, Fred Odell of Willowdale, and Gordon White of Oakville, all in Ontario, the painstaking hours spent in machining and building midget locos pay off when they climb aboard and joyously ride around the miniature track.

The editorial staff of Nickel Plate Historical & Technical Society turned out another good copy with their fall magazine. One item states: "Anyone with pix and data on NKP GP-7s, numbered 400-447, ex-Wheeling & Lake Erie cabooses (both wooden and steel), all classes of H-6 locos, and stations and structures should contact George Berghoff, NKPHTS, Box 9254,

Ft. Wayne, Ind. 46809." Nickel Plate fans might also like to know that a 3-piece china setting of their favorite road is for sale at $7.50 by John Slater, 224 Lesdale, Troy, Mich. 48084.

Linwood W. Moody of Union, Maine, an expert on steam railroads of his state, supplied pix and text for Susan Bradley's two-part piece on "Narrow-Gage Memories" in the current *Maine Central Magazine*. Besides being a railroad photographer and the author of a popular book, *The Maine Two-Footers*, Linwood built up a great reputation long ago as a contributor to *Railroad Magazine*, his foremost feature article being "Sunset on the Narrow Gage" in our August '41 issue.

More and more elderly hotels that were regarded as landmarks by railfans are closing their doors because of changing trends such as suburban motor inns. One of them, the Crocker House in New London, Conn., where railroad buffs often gathered, went out of business this past August. Another was the Hoyt Hotel in Portland, Ore., a rendezvous for hobbyists.

Your August issue said Strasburg R.R. bought the John Hedge whistle collection. Not so. It was acquired by Donald Denlinger, whose Red Caboose Motel, adjacent to the tracks at Strasburg, Pa., is well worth a visit.—H. C. Engel, 765 Prospect Ave., Laurence Harbor, N.J. 08879.

Wayner Publications have reprinted their book entitled *Great Poems from Railroad Magazine*, which is much in demand, at $4.95. Publisher Bob Wayner also still has available his *Amtrak Car Spotter*, containing the new numbers of Amtrak's 1,262 cars and the early history of each one, for $2.95.

A large collection of Alco photo negatives is coming out of storage, thanks to efforts by Mohawk Chapter of NRHS. Nearly 4,000 glass plates are involved, dating from pre-1880 to 1920. Owned by City of Schenectady, they have been loaned permanently to the NRHS chapter, which expects soon to be in a position to supply detailed information and prints.

This priceless lot was donated to Schenectady's history center by Alco in 1958 as a permanent historical record of one of the city's major industries. However, in recent years, lack of help has held up the many requests for prints. At a signature-signing meeting to turn the negs over were NRHS president E. Lewis Pardee, chapter president MacDonald Kugler, Schenectady's mayor, and the president of Union College. The college provides safekeeping while chapter members do the cataloging and print servicing. Contact Joseph D. Thompson, 2512 McGovern Drive, Schenectady, N.Y. 12309. This news comes from Heart of Dixie R.R. Club, NRHS.

Colorado Railroad Museum reports the location of D&RGW steam. At Durango: 464, *473, *476, *478, 481 and 497. At Chama: 482, 483, *484, 487, 488, 489, and 492. At Antonito: 463, 494, and 495. At Alamosa, inside the roundhouse: 493 and 498; outside in poor condition, 480, 491, and 499. No. 486 is on display at Royal Gorge. (* indicates locos that saw service this past year.)

Recently I bought a bread-and-butter plate with a black hawk on it, two pen stripes around the edge, and the words "Night Hawk." I read in an old official *Guide* that both the Alton and Burlington roads listed a train called *Night Hawk*. Can anyone tell me if either road had dishes similarly marked?—Peggy Barcomb, 41 Rose Ave., Rouses Point, N.Y. 12979.

Copies of a two-color cachet honoring the last surviving American railway mail train, the New York & Washington R.P.O., train 3 or train 4, with covers carrying both postmarks, are going for 50¢ apiece. Envelopes for self-servicing cost 10¢ each plus large SSE. Address stickers appreciated. Contact R. R. Schmidt, Railroad Museum, Toulon, Ill. 61483.

The Alberta Pioneer R.R. Association has launched what may be a 10-year project to place historical railroad pieces on land northeast of Edmonton. Display will include an old station, three locos, and a streetcar with two miles of track for operation. "All we can do is peck away every Saturday and on holidays," says Norm Corness, Association president. "It's our hobby."

Regarding recently published items about rail line maps, I have found the 1:250,000 scale U.S. series of topographic maps the most helpful. They are published by the U.S. Geological Survey and cost $1 apiece from the Government. Write to Map Information Office, Geological Survey, Washington, D.C. 20242, for information and indexes by state. Private dealers also sell them and they are available in large public libraries. The Geological Survey also publishes maps drawn to smaller scales. These show spurs, passing tracks, and yard layouts.—Melburn R. Park, 496 Claremont Ave., Buffalo, N.Y. 14223. ●

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SCOTT ARDEN, 1260 Star, Noti, Ore. 97461, buys drum signs, bells, steam bldrs. plates, whistles, wax sealers; other rr or express artifacts.

T.L. ATCHLEY, 1905-B Pecos, Amarillo, Texas 79102, sells rr watch fobs, date nails, cloth patches, etc.

GEORGE BALLARD, 128 S. Madison St., Princeton, Ind. 47670, sells lanterns, keys, locks, buttons; list 25c.

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, sells NYC, PRR, NKP emp. tts. and PRR, Amtrak, EL tts; buys Erie, NYS&W tts. (large SSE).

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W. BROWN, 1224 Peninsula Dr., Daytona Beach, Fla. 32018, sells emp. tts., 33⅓-rpm rr records, 35m slides, or will trade for rr police badges.

HOWARD BROWN, 906 W. 23rd St., Connersville, Ind. 47331, sells pre-1940 date nails or trades for rr mementos.

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PHIL COFFEY, 185 Mallard Dr., Rochester, N.Y. 14622, sells dupl. Kodacolor 35mm slides of EL, LV, NYC, PC, PRR, D&H, B&O; specify road. (SSE).

GRAFTON COMEGYS, Pine Top Trail, Bethlehem, Pa. 18017, buys train orders and emp. tts., central, southern, and western.

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SCOTT DAVIS, 238 Clay St., Tamaqua, Pa. 18252, sells color slides of Pennsy steam, RDG diesels; list 25c.

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ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, other rail publications.

MARK JOY, Lang Hall, CCCB, Box 70, Moberly, Mo. 65270, wants N&W info, pix.

CHAS. JUMPS, 10310, S. Manhattan Pl., Los Angeles, Calif. 90047, sells UP, SP, SF pass. car rosters. (SSE).

ALVIN JUSTES, 729 N. Robinson St., Oklahoma City, Okla. 73108, wants Okla. industrial and shortline rr material.

WENDELL KOONTZ, RR L, Wellington, Kan. 67152, will trade plate and lettered nails, copper or steel.

JOHN KEEP, Box 2489, Grand Central Sta., New York, N.Y. 10017, will sell non-working 50-watt lamp bulb from D&RG "The San Juan."

F. KNIGHT, 295 Jasper Rd., King of Prussia, Pa. 19406, wants info, pix of trolley and rr in Tulsa, Okla., area.

DAVID KELLER, 5473 Express Dr. N., Holtsville, N.Y. 11742, buys b&w LIRR emp. tts. and negs., any subject.

DAVE LEE, 224 Old Bergen Rd., Jersey City, N.J. 07305, will buy Blackhawk slide set "Trackless Trolleys in U.S., Canada, Mexico"; state price, cond.

PETE LIVERMORE, 9800 San Circle Dr., Beverly Hills, Calif. 90210, wants orig. drawings of standard type D Duplex and FD stokers.

JIM McDONALD, 60 Harrison St., Boonton, N.J. 07005, has Oct. '49, Jan. '50, Oct. '51, Sept. '52 Railroad Magazine, fairly good cond., to trade for older issues.

ED McGRATH, Box 376, Mahanoy City, Pa. 17948, sells rulebks., emp. tts., passes, locks, keys, mags., forms, trolley tokens, badges, etc. List 16c and SSE.

JOHN McQUIGG, 1691 11th St., Arcata, Calif. 95521, trades NWP and SP train orders for those in your area.

BOB McVAY, Box 625, King City, Calif. 93930, sells PE Ry., LA Ry. maps, mags., transfers, tts., dupl. Kodachrome slides; list and sample, 50c.

T.W. MEREDITH, 1455 Cola Dr., McLean, Va. 22101, will sell Off. Guides '57, and '67 to '72, R&LHS Bulletins 69, 79, 100-104, 106-109, 111-114, 118, 117, 120-122. (SSE).

MARGARET MEYER, 67 Hall St., Akron, Ohio 44303, sells full deck and single sets rr playing cards. New list and single card, 24c stamps.

ALDEN MILLER, 3212 34th Ave. South, Minneapolis, Minn. 55406, will buy 1910 book on C&NW history, "Yesterday and Today" by Stennett.

ANDY MONISERA, Box 181, Sparrow Bush, N.Y. 12780, buys O&W and Erie 8x10 frameable pix of Camelbacks, also NKP 759.

EDWARD MOUL, 406 Country Lane, Narberth, Pa. 19072, will trade PC auction catalog for PRR or RDG tkts. before 1960.

ALTON MUTHARD, Rte. 1, Macungie, Pa. 18062, sells, buys transit ry. negs. (SSE).

DAVE NESTLE, RD 2, Greenwich, N.Y. 12834, sells much railroadiana. List 25c, refundable.

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys, trades for anything FEC or Fla. Buys, sells, trades all tkts., RPO cancellations.

ROBT. OAKLEY, Box 113, Apache Jct., Ariz. 85220, buys and trades rr tkt. daters, dies, wax sealers. Has Wells Fargo coin bags from Sonora, Mexico, sell or trade.

L. PANZIK, P.O. Box 33095, Ft. Lewis, Wash. 98433, sells rare BN tts. printed in '68 anticipating proposed merger of lines in '70.

RON PLAZZOTTA, 2641 South 92nd St., West Allis, Wis. 53227, will trade 35mm slides with anyone in South, SW, NW, Canada, or Mexico.

GEO. RICHARDSON, 1343 San Rafael, Santa Barbara, Calif. 93109, will sell 1879 CP and V&T waybill. (SSE).

MIKE RINGO, 37 Park St., Canton, N.Y. 13617, trades tie date nails from NYC, D&H, Rutland, DL&W, B&M, many misc.

B. ROBERTS, Lot 6, 1701 Percival Rd., Columbia, S.C. 29206, sells exact replica bldrs. plates of Alco #7, Southern, Lima diamond plate, Alco GE, Alco, all Southern R.R. power. (SSE).

E. ROSS, P.O. Box 598, Ardsley, N.Y. 10502, sells annual reports, pamphlets, misc. railroadiana. List 25c, refundable.

WM, RUSSELL, 402 Rochelle Ave., Wilmington, Del. 19804, wants pix, info B&E, BC&A, M&DS, NYP&N, Queen Anne R.R.

P. SCHUMANN, 10204 Utica, Evergreen Park, Ill. 60642, wants, on approval, 35mm orig. color slides and b&w negs. of C&O L-1 4-6-4 No. 490 in service and on display.

WAYNE SCHENK, P.O. Box 195, West Seneca, N.Y. 14224, selling colored slides of stations, other railroadiana; list 15c.

TED SCHNEPF, 2172 Diagonal Rd., La Crosse, Wis. 54601, trades MILW La Crosse Div. emp. tts. 29, 30, and others; wants different rr emp. tts.

M.L. SCHOLL, Sugar Grove, N.C. 28679, selling his collection, over 500 hand lanterns, marker lights, whistles, bells, headlights, etc., preferably to a museum or tourist attraction.

PETE SENIN, 817 Central Ave., Ardsley, Pa. 19038, selling 1910 PRR rulebook, 1898 air brake catechism, and Hollister Noble's "One Way To Eldorado."

N. SEIDELMANN, 2237 38th St., Pennsauken, N.J. 08110, wants NYC or PC emp. tts. showing West Shore line and NY&LB emp. tts.

MARK SEWARD, 51 Chestnut St., Rehobeth, Mass., sells rr slides of his area. (SSE).

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells rr, steamship, bus, airline, trolley tts., *Off. Guides*, books, *Railroad Magazines*. Each list 50c.

W.W. SIMMS, P.O. Box 5036, Amarillo, Texas 79107, will buy tts. 1925 through 1965.

CON SPADY, 901 N.O. St., Herington, Kan. 67449, buys or trades switch keys.

DWIGHT SMITH, 97 Bartley Ave., Portland, Me. 04103, sells *Off. Guides*, equip. registers, annual reports, steam loco manuals, tts, emp. tts., etc. List and gift for 25c.

R. SMITH, 712 S. 8th St., Coshocton, Ohio 43812, sells rr lanterns; big list 25c.

JOHN SMITH, 323 Park Ave. West, Mansfield, Ohio 44906, starting rr and trolley uniforms, cap badges, emblems collection; sells railroadiana. (SSE).

BOB SMITH, Box 1624, Stow, Ohio 44224, sells lanterns, switch keys, hardware; list 35c.

RON STEINER, 3336 Paddy Lane, Baldwin Park, Calif. 91706, sells standard-gage wooden coaches (1890's), steel heavyweight Harriman coaches and Pullmans (1910's) (SSE).

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, sells PC, B&O, NKP, C&O Adlake 3¼ kero. lanterns, mint cond., each $19 ppd. Deck SF cards with trains in color, mint, $3.

W. STONECYPHER, 1620 St. Mary St., Jackson, Miss. 39202, wants rr lantern catalog and price list.

DAVID STRAUCH, 2563 Cleveland Ave., West Lawn, Pa. 19609, wants Dec. '61 *Railroad* and pix of RDG locos 1633, 1822, 1843.

H. SULLIVAN, 21 Robin Rd., West Hartford, Conn. 06119, will sell pocket lighter with Soo Line logo, fine cond.; one WP 1954 tt., other Calif. material; all $8.

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WALT THAYER, Box 75, Wenatchee, Wash. 98801, selling steam and diesel pic collection, U.S. roads, some overseas; also trolley, tram. Negs. 35mm, 620-616-122, 4x5.

LEONARD TRIPP, 1608 S. Summit, Sioux Falls, S.D. 57105, sells 4x5 prints of all SD street rys. (SSE).

W. THURMAN, 4733 Morganford Rd., St. Louis, Mo. 63116, will trade MP, Frisco, L&N, RTTA, RI, and 2 MKT switch keys for other keys.

A. WARD, 108 Midvale Ave., Wanaque, N.J. 07465, selling postcards of NYS&W, Charlottesburg station, taken in 1926, $1 each.

WAYNE WESTERVELT, 221 Cosman St., Westwood, N.J. 07675, wants pix, info on Erie's NJ&NY branch, esp. Westwood hopper ramp.

M. WILSON, 433 Welch's Pt. Rd., Milford, Conn. 06460, wants CNE switch lock, B&M sw. key, brass baggage checks NE roads.

CLARENCE WINSTEAD, 2838 Skycrest Dr., Fayetteville, N.C. 28304, collects train orders, all rr; seeks ACL, SAL train orders.

DOUG WORNOM, 1214 N. LaSalle St., Chicago, Ill. 60610, buys old tts., hat badges, other railroadiana. Will sell 80-page illus. book, "Locomotives of PRR," $3.

ROY WOJAHN, 1012 E. Van Owen, Orange, Calif. 92667, sells 35mm dupl. color slides of steam and turbines. (SSE).

CHAS. WROBLESKI, Box 663, Scranton, Pa. 18501, wants negs., transfers, etc., of Scranton Ry. Co.

ED ZABEL, 412 E. Pine St., Paxton, Ill. 60957, will sell trainman's cap and porter's top, both NYC and NKP, IC train orders. Offers $25 for return of Levy jacket with rr emblem on inside.

JIM REID, 4584 Brentlawn Dr., Burnaby, B.C., Canada, trades CNR train orders his area for other Canadian train orders. Wants to contact Andrew Bell.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell these books, all good cond., postpaid: "Railroads in Lehigh River Valley" (NRHS, 1962), 104 pages, many pix, spiral binding, 75¢; "Train Wrecks" (U.S.), Reed, 183 big pages, many pix, (1968), $8; "The Colorado Road" (C&S, FW&D), Wagner, 415 big pages, 650 photos, 100 loco and equip. diagrams, $12; "Flying Scotsman," 80 pages, many photos, incl. color (1970), $2; "Ships and Narrow Gauge Rails" (Pac. Coast), Best, 155 big pages, many pix, (1964), $2.50. Only one copy of each.

Model Trading Post

ROGER ARNOLD, 3624 Olin Ave., Omaha, Neb. 68105, needs clear broadside pix of cars on Mt. Tom near Holyoke, Mass.

OLIVER BARNES, Box 89, North Jackson, Ohio 44451, will sell for $35 eight new Fleishman NP metal HO pass. cars, 1410-1422 series. (SSE).

AARON BRADSHAW, 16 Mott Rd., Baldwinsville, N.Y. 13027, will sell reprint of 1928 Ives train catalog, $5.

BRUCE BLACK, 3235 E. Euclid Ave., Boulder, Colo. 80303, sell or trade Suydam pass. cars rr-8, rr-9 lounge-dome; wants rr-3 thru rr-7.

RAY BROWN, RFD 1, Ridge Dr., Middletown, N.Y. 10940, wants HO PFM Erie 2-8-4.

M. CHECKLUND, Wisconsin St., North Hudson, Wis. 54016, sells Lionel, AF locos, cars, trains; list, 25c.

CHAS. DAVIS, 3663 McCall Blvd., Bremerton, Wash. 98310, will trade 4-6-0 scale craft chasses, tenders, boilers or 4-6-2 chasses for Nason 4-6-4, 2-8-0 boilers, tenders, chasses in 00 gage.

ERNEST EBERLE, 108 Park, Rockledge, Pa. 19111, sells new HO brass locos, diesel and steam. (SSE)

G. MILLS, 1159 Loma Sola Ave., Upland, Calif. 91786, will sell or trade 0 gage frt. trucks.

J. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, will buy other HO equip. or trade his Tyco 4-6-0 steam loco.

JOHN NERNOFF, Jr., 9 Roslyn Dr., Glen Head, N.Y. 11545, sells customized model rr letterng.

TOM TENKO, 412 Banta, Garfield, N.J. 07026, will sell Lionel 2-4-2 steam loco, tender; doesn't run; good for parts; make offer.

TOM THOMAS SWENSON, P.O. Box 1851, Milwaukee, Ws. 53201, will sell new brass HO 3-unit model of JNR Tokaido line Bullet train; never ran, $125.

ED ZABEL, 412 E. Pine St., Paxton, Ill. 60957, wants NKP-AHM tender in good shape. ●

August Abandonments

Penn Central—9.8 miles, Cape Charles to Kiptopeke, Va.; 2.9 miles, Wilmington Jct., to New Wilmington, Pa.; 1.01 miles, West Nanticoke branch, Nanticoke, Pa.; 17.4 miles, Newton Falls to Alliance, Ohio.

Cleveland, Cincinnati, Chicago & St. Louis (Penn Central)—13.9 miles, Clyde to Tiffin, Ohio.

St. Louis Southwestern—39.45 miles, (excluding 0.25 miles of jointly-used Frisco trackage) Truman, Ark., to Leachville Jct., Mo.

St. Louis-San Francisco—15.6 miles, Senath, Mo., to Leachville, Ark.

Milwaukee—6.95 miles, Hollendale Jct., to Rock Island Jct., Minn.; 2.4 miles, Hollendale (operation over Rock Island) to Maple Island, Minn.; 58 miles, including side and passing tracks, Madison to Woonsocket, S.D.

Shamokin Valley & Pottsville (Penn Central)—1.9 miles, Scott branch, Northumberland County, Pa.

Denver & Rio Grande Western—13.13 miles, Pearl Jct., to Eureka, Utah; 2.70 miles, Goshen Valley branch, Flora to Dividend, Utah.

Cadillac & Lake City Ry.—8.32 miles, Falmouth branch, Clam Union Township, Mich.

Total miles of abandonment authorized by ICC for August '72—193.46.

Aug. Proposed Abandonments

Milwaukee—Calamine to Platteville, Wis.; Rush Lake to Winneconne, Wis.; Red Cedar Jct., to Menomonie, Wis.

Rock Island—Bridgeport to Graham, Texas.

Baltimore & Ohio—Sutton branch, Bison to Sutton, W.Va.

Baltimore & Ohio and Pittsburgh & Western—Bruin to Mt. Jewett, Pa.

Jersey Central—portion of Newark (N.J.) branch.

Chesapeake & Ohio—Edmore to Remus, Mich.

Penn Central—portions of mainline, Pittsburgh to St. Louis; Pittsburgh, Pa.; Lamar to Otsego; Mich.; Waterloo to Pleasant Lake, Ind.; Bankers to Ft. Wayne Jct., Mich.; Horton to Maines, Mich.

Cleveland, Cincinnati, Chicago & St. Louis (Penn Central)—Lynn to New Castle and New Castle to Shirley, Ind.; Wilkinson to Hunter, Ind.; Glen Karn to Indiana State Line, Ohio.

Philadelphia, Baltimore & Washington (Penn Central)—Mexico to North Manchester and North Manchester to Columbia City, Ind. ●

Coming Events

Nov. 3-18: ride scenic Chihuahua al Pacifico Ry. in Mexico, Wampler Tours, Box 45, Berkley, Calif. 94701.

Nov. 11: Portland perambulation; tour city's rail facilities. Frank Kyper, trip chairman, N.E. Div., Railroad Enthusiasts, Box 136, Ward Hill, Mass. 01830.

Nov. 18-26: tour Central American railroads, incl. Ferrocarriles de Guatemala, (featured in Sept. '72 *Railroad*). John West, 905 Sixth St. SW, Apt. 107, Washington, D.C. 20024.

Nov. 18-19, and 24-25-26: open house HO gage, Garden State Central Model R.R. Club, 607 8th Ave., Asbury Park, N.J.

Dec. 3: Yuletide Special, 6-hour excur. over Shaker Heights R.T.; adults $5.75, kids $3.75. Write Lake Shore Ry. Hist. Society, 5808, Georgetown Dr., Erie, Pa. 16509.

Dec. 9: Edaville at Christmastime, steam locos, multi-colored lights in holiday setting. Frank Kyper, trip chairman, N.E. Div., Railroad Enthusiasts, Box 136, Ward Hill, Mass. 01830. ●

Pen Pals Wanted

John Robinson (19), 453 E. 14th St., New York, N.Y. 10009, wants female pen pals.

Harrie Bex (16), In De Cramer 19, Heeren, Limburg, Holland, interested in North American steam locos; seeks pix and info.

Miss Judy Small (16), 1609 E. Burlington Street, North Platte, Neb. 69101.

Charles W. Crandall (22), Box 696, Cadillac, Mich. 49601, wants to hear from railfanettes.

G.R. McConnell, Box 200, RR 2, Roanoke, Indiana 46783, disabled ex-Pennsy engineer, collects ballpoint pens and mechanical pencils with advertising on them, whether they write or not. Will anyone help an old hogger?

Miss Barbara Buchek (16), 9036 Consul Ave., St. Louis, Mo. 63123.

Miss Donning Sevilla (33), 54 Borromio St., Cebu City, Philippines.

Mark Arnold (16), 3237 Blackstone Ave., St. Louis Park, Minn. 55416, desires female pen pals interested in model railroading or diesels.

Miss Billie Summers (16), 52 E. Third Avenue, San Mateo, Calif. 94401.

Brent Davis (16), 2344 Paloma St., Pasadena, Calif. 91104, wants to hear from girl railfans on West Coast.

Miss Monica Cruickshank (21), W. Lamaha St., New Town, Kitty, Guayana, South America.

Gene Arenson, 97-42 78th St., Ozone Park, N.Y. 11416, wants female pen pal in his area.

Mrs. Wilma Womack Powell, 630 Masonic Dr., Belmont, Calif. 94002, seeks news of father, Wm. Thomas Womack, last seen in 1917 at Huntsville, Texas; age if living, 83.

Miss Lisa Borja (19), Jay-O-Cee Ladies Home, Juan Luna St., Cebu City, Philippines.

Trevor Vincent (16), 23 Parring Rd., Baldwyn, Melbourne, Victoria, Australia 3103, interested in rys., photography, aviation; could supply Australian rys. info. and pix; wants pen pals, esp. girls.

Tom McArdle (25), P.O. Box 6624, Station B., Greenville, S.C. 29606.

Mrs. Nina V. Pratt, P.O. Box 864, Conway, Ark. 72032, invalid, needs cheer-up letters and cards.

John Robinson (19), 453 East 14th Street, New York, N.Y. 10009, wants female pen pals. ●

Georgia Roster Revisions

While correcting an error in our Georgia Short Lines roster (Oct. '72), the printer made another mistake. Georgia RR. 906-907 should be listed with 61,000 lbs. tractive effort, 244,000 lbs weight, built in 1951. Georgia RR. 921 had 68,859 lbs t.e., 229,500 lbs weight, built in 1949, with note 32 applying. We inadvertently listed 906-907 as having 1,000 hp, but 1,200 is correct. Used loco dealer George R. Silcott says note 34 of same road should read: Hartwell 5 was originally N.Y., Ontario & Western 104, then Frank M. Judhe 104, then Great Northern Paper 5 (1952), then George R. Silcott 5, then Hartwell 5 (10/67).—Sy Reich ●

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

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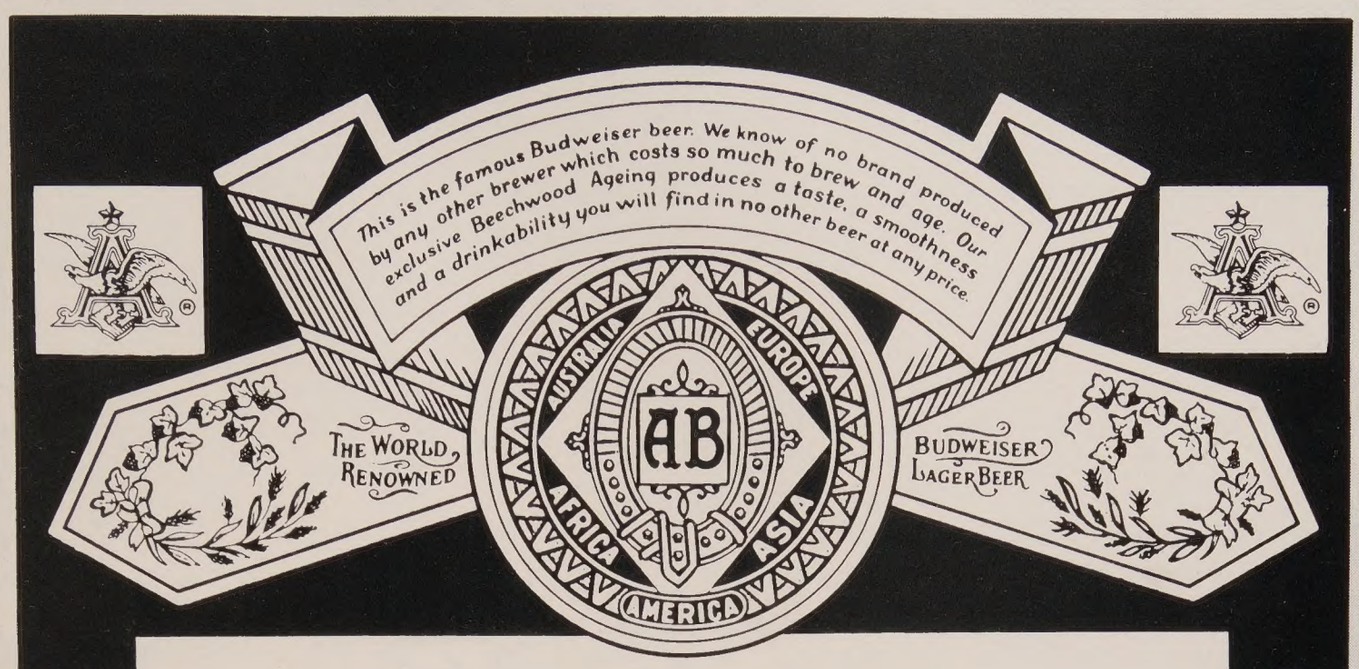
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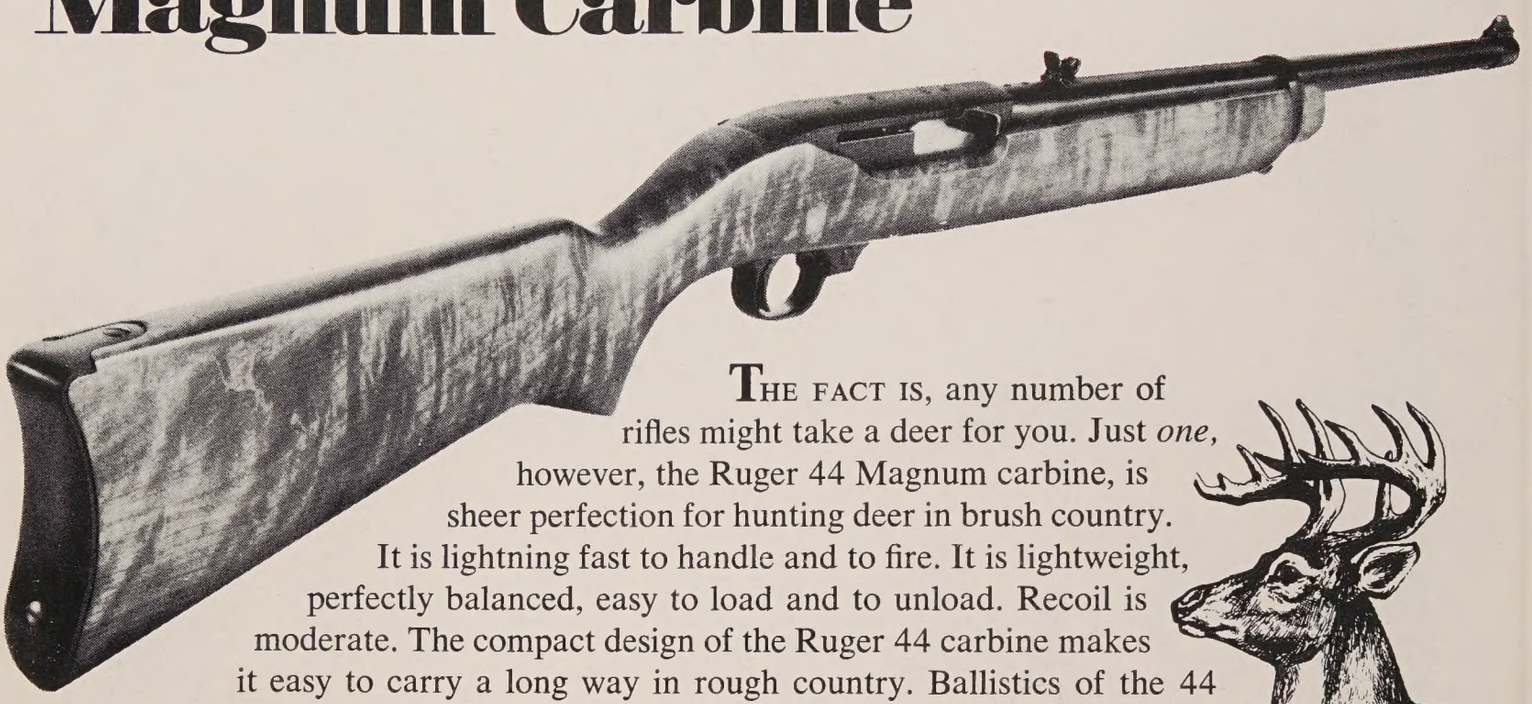

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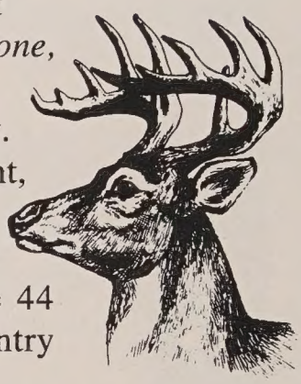

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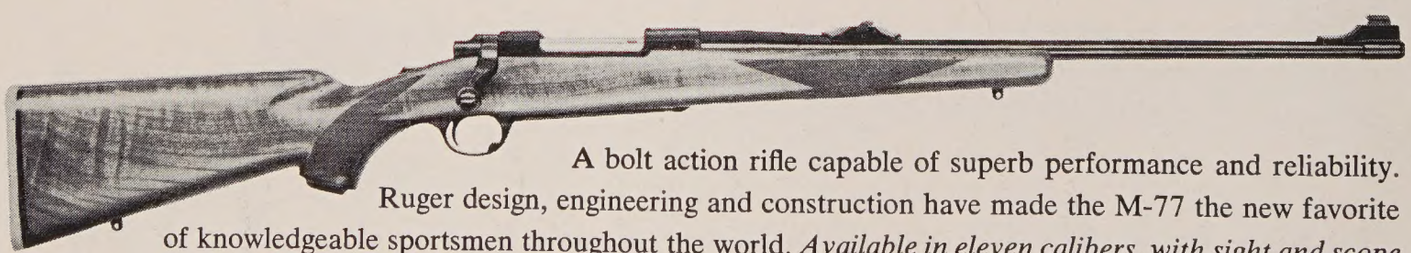

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